

# WICKLOW TOWN DEVELOPMENT PLAN 1996



Adopted April, 1997

# WICKLOW TOWN DEVELOPMENT PLAN

## CONTENTS

### CHAPTER 1: INTRODUCTION

#### PAGE

1	1.1	Scope of the Plan
1	1.2	General Aims of the Plan
1	1.3	Statutory Requirements
2	1.4	General Policy

### CHAPTER 2: DEMOGRAPHY

3	2.1	Recent trends in Population.
3	2.2	Environs of Wicklow
4	2.3	Population Projections
4	2.4	Workforce Projections

### CHAPTER 3. ECONOMIC FACTORS

7	3.1	Industry.
7	3.2	Commercial Activity - Retail.
10	3.3	Transport
11	3.4	Wicklow Harbour
12	3.5	Tourism.
12	3.5.1	Accommodation
14	3.5.2	Food and Drink
14	3.5.3	Entertainment/Leisure
15	3.5.4	Infrastructure
16	3.5.5	Visitor Services
16	3.5.6	Activity and Special Interest
17	3.5.7	Outlook

### CHAPTER 4. HOUSING.

18	4.1	Existing Housing Stock
19	4.1.2	Environs of Wicklow



**CHAPTER 4.**      Continued

20	4.2	Assessment of Housing Needs
20	4.3	Interpretation of Housing Needs
21	4.4	Council Housing Requirements
21	4.5	Overall Land Requirements
22	4.6	Current Permissions for Residential Developments

**CHAPTER 5**                      **SOCIAL FACTORS**

23	5.1	Education
24	5.2	Community Facilities

**CHAPTER 6**                      **AMENITY**

25	6.1	Open Space
26	6.2	Natural environment
26	6.3	Architecture and Civic Design
27	6.4	Features of Historic and Archeological Interest

**CHAPTER 7**                      **ENGINEERING SERVICES**

29	7.1	Roads - Traffic and Parking
29	7.1.1	Statutory Requirements
30	7.1.2	Problem Statement
32	7.1.3	Objectives
35	7.2	Water Supply
36	7.3	Sewerage
37	7.4	Waste Management

**CHAPTER 8**                      **LAND USE**

38	8.1	General Approach
39	8.2	Existing Land Use
40	8.3	Existing Land Use Survey
40	8.4	Existing Current Commitments
41	8.5	Land Use Requirements
41	8.6	Zoning Changes - Agreed and Rejected (for information only.)
43	8.7	Zoning Objectives

**CHAPTER 9****DEVELOPMENT CONTROL - GUIDELINES**

44	9.1	General
44	9.1.1	Effects of Areas Outside Urban District
44	9.1.2	Demolition/Change of Use - Houses
45	9.1.3	Sub-division - Houses
45	9.1.4	Interest in Land
45	9.1.5	Non Conforming Use
45	9.2	Site Development Standards
45	9.2.1	General
46	9.3	Residential Standards
46	9.3.1	New Housing Development
46	9.3.2	Residential Densities
47	9.3.3	Housing Layouts
47	9.3.4	Amenity Open Space
47	9.3.5	Recreational Open Space
48	9.3.6	General
48	9.3.7	Contributions
48	9.3.8	Infill Housing
49	9.3.9	Alterations to Dwellings
50	9.3.10	House Conversion to Flats
50	9.3.11	House Conversions to Other Uses
51	9.4	Design considerations
51	9.4.1.	General
51	9.4.2.	Shopping Centres
52	9.4.3	Industry
53	9.4.4.	Petrol Stations
53	9.4.5	Building Height Control
55	9.4.6	Building Lines
55	9.4.7	Advertising
56	9.4.8	Trees
57	9.5	Roads and Services
57	9.5.1	General
57	9.5.2	Parking/Commercial Parking.
61	9.5.3	Engineering Utilities
61	9.5.4	Septic Tanks
62	9.5.5	Industrial Effluents
62	9.6	General Archaeological Policy

**CHAPTER 10****ACTION AREA**

63	10.1	History
63	10.2	Natural Environment
63	10.3	Topography
64	10.4	Vegetation

**CHAPTER 10**      Continued

64	10.5	Public Open Space
65	10.6	Visual Aspects
66	10.7	Zoning Objectives - Convent/UDC Lands
67	10.8	Specific Objectives - Convent/UDC Lands

**CHAPTER 11**                      **URBAN RENEWAL**

68	11.1.1	Scope of the Plan
68	11.1.2	Urban Renewal Objectives
69	11.2	Outline of Tax Reliefs
69	11.2.1	Tax Relief for Business Occupation
70	11.2.2	Tax Reliefs for Residential Occupation
71	11.3	Urban Design
71	11.3.1	Main Street/Waterfront Relationship
72	11.3.2	Seafront Edge of the Town
74	11.3.3	Bond Street
75	11.4	The Plan
75	11.4.1	Action Plan
76	11.4.2	Treatment of the South Quay
77	11.4.3	Statutory Controls

**CHAPTER 12**                      **OBJECTIVES**

79	12.1	Implementation
79	12.2	Housing
79	12.3	Traffic
81	12.4	Derelict Sites, Urban Renewal Areas
81	12.5	Sewerage
82	12.6	Water Supply
82	12.7	Other Services
83	12.8	Recreational Open Space
83	12.9	Amenity Projects



## LIST OF TABLES

PAGE	TABLE	
3	2.1.a)	Population of Wicklow Town
4	2.3.a)	Population Projections for Wicklow Town and Environs.
4	2.4.a)	Estimation for Future Workforce
5	2.4.b)	Year 2001
6	2.4.c)	Table of 1784 Workforce at Work
10	3.2.a)	Turnover
11	3.4.a)	Import/Export tonnage.
13	3.5.a)	Accommodation in Wicklow Catchment
18	4.1.a)	Classification of Existing Housing Stock Wicklow U.D.C.
18	4.1.b)	Ownership of Housing Stock - Wicklow Town
19	4.1.2.a)	Classification of housing stock in the Environs.
20	4.3.a)	Projected Housing Needs
21	4.4.a)	Present Housing Requirements
23	5.1.a)	School Population Primary Schools in Wicklow
24	5.1.b)	School Population Secondary Schools in Wicklow
25	6.1.a)	Classification of Open Space
39	8.2.a)	Existing Land Use
40	8.4.a)	Existing Current Commitments
42	8.6.a)	Zoning Changes - Request and Alterations
59	9.5.a)	Car Parking Standards

\*\*\*\*\*

## **CHAPTER 1.**

## **INTRODUCTION:**

### **1.1. SCOPE OF THE PLAN**

In accordance with the requirements of Section 20 of Local Government (Planning & Development) Act, 1963 as amended by Section 43(1) (e) of the Local Government (Planning & Development) Act, 1976, this Plan has been prepared to replace the previous Development Plan for the Town of Wicklow. This plan relates solely to the current administrative area governed by the Council of the Urban District of Wicklow. It consists of this Written Statement one 1/4000 scale Map showing Zoning and other objectives. The Plan refers to the 5 year period starting from the date of its adoption by the Council.

### **1.2 GENERAL AIMS OF THE PLAN**

The plan provides guidelines for the public in relation to the Planning Authority's objectives and development control decisions. The Development Plan co-ordinates the activities of the Council as Housing, Sanitary and Roads Authority and its planning policies guide the provision of land for housing, industry and public open space. It provides a comprehensive summary of planning policy to ensure the orderly development of the area so that new development is of adequate quality, taking due account of surrounding properties. The Plan identifies policies to deal with environmental, physical and social problems insofar as these are remediable by good planning.

### **1.3 STATUTORY REQUIREMENTS**

The public is referred to the Local Government (Planning and Development) Acts, 1963 to 1996 and the Regulations made thereunder. The public is also advised that it may be unwise to acquire land with a view to its development unless at least outline permission has been obtained or, alternatively, unless the purchaser is protected by a conditional contract whereupon the sale is contingent on the necessary planning consent being forthcoming for the development which it is intended to carry out.

#### 1.4 GENERAL POLICY

The objective of this Plan is to provide a good physical environment for the Town of Wicklow and to maintain and improve it as a place in which to live, work and recreate. It is proposed to plan the following specific aspirations.

- (i) To provide for the expansion of employment, particularly in manufacturing industry, tourism, and educational services.
- (ii) To maintain and strengthen the town's service function.
- (iii) To preserve and expand tourism amenities.
- (iv) To provide land for further residential development.
- (v) To protect and enhance the area's natural and man-made amenities.
- (vi) To improve and extend sanitary services.
- (vii) To protect the amenities of residential properties, particularly in mixed use areas.
- (viii) To improve Wicklow's road system.
- (ix) To improve car parking facilities.



## CHAPTER 2.

## DEMOGRAPHY.

### 2.1 RECENT TRENDS IN POPULATION.

**NOTE:** The environs included in the table are Census Environs i.e. they are defined by the Census (conducted by the Central Statistics Office - C.S.O.)

The average annual rate of increase of the towns population (See Table 2.1 a) between 1971 and 1981 was 3.67% per year. Between 1981 and 1986 this rate fell to 0.46% per year. Between the years 1986 to 1991 the average growth increased to a rate of 2.07% per year. The Census, which has been reviewed in 1996, shows an increase in population of 9.6% (1.92% per annum). This represents an increase of 562 persons. The population statistics of the environs will be dealt with in the next chapter.

TABLE 2.1 a).

Population of Wicklow town.  
Census environs and electoral environs.

Year	U.D.C.	% Inc.	Census Environs	% Inc.	Elect. Environs	% Inc.
1971	3786		133}		-	-
1979	4981	31.6%	137}	45.86%	-	-
1981	5178	3.9%	163}	incl.	-	-
1986	5299	2.34%	194}		672	-
1991	5847	10.35%	368	89.6%	893	32.88%
1996	6409	9.6%	(See Note)			

Source: Census of Population Various Years  
Electoral Environs Estimate.

N.B. Population figures for Census Environs and Electoral Environs not available at time of printing.

### 2.2 THE ENVIRONS OF WICKLOW

A detailed environs plan for the electoral area of Wicklow Town has been prepared by Wicklow County Council and adopted in 1993. The following information gives an indication of the growth in population of the environs compared to that of the Urban District (See Table 2.1 a). Between the years 1971-1981 the increase per annum was 1.8%, between 1981-1986 it was 3.1%. Between 1986-1991 the increase jumped to 9.4%. This would indicate a move towards substantial population growths in the environs in the foreseeable future.

### 2.3 POPULATION PROJECTIONS

For the purpose of the 1996 Development Plan and also the Wicklow Environs Plan the population projections will be based on the following:

- a) The fact that apart from the stretch of land within the Town Boundary (Convent Lands) most other parcels of land have been built upon.
- b) The probability that housing construction will continue to expand into the environs as more sites within the Town continue to be developed.

TABLE 2.3 a)

#### Population Projections for Wicklow Town and Environs.

Year	Population			TOTAL
	U.D.C.	Environs (Electoral)		
1986	5299	672		5971
1991	5847	893		6740
1996	6409	1208	35.07%	7617
2001	7178 @ 12%	1508	24.83%	8686

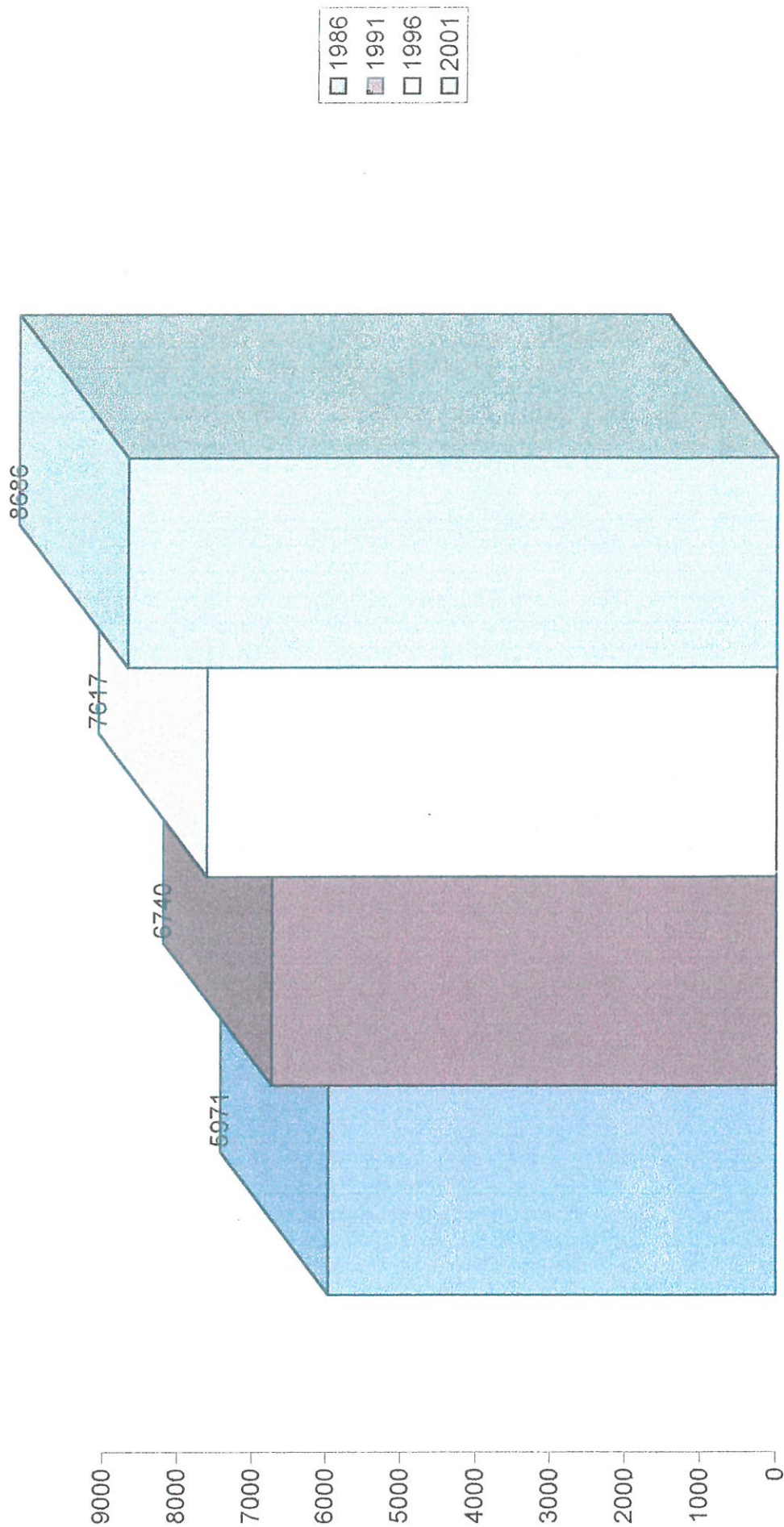
### 2.4 WORKFORCE PROJECTIONS.

TABLE 2.4 a)

#### Estimation of future workforce and future job requirements and recent trends.

	1981	Est. 1986	1991	Est. 1996	Est. 2001
Workforce	1879	2129	2239	2463	2709
Jobs	1692	1613	1784	1970	2168
Unemployed	187	516	455	493	541
% Unemployed Rate	10%	24%	20%	20%	20%

# POPULATION PROJECTIONS FOR WICKLOW TOWN AND ENVIRONS



See Table 2.3. (a)



As the population increases, both in the town and in the environs a need to create future job opportunities will exist on an on going basis.

The general assumption is that population growth will continue to be generated by natural increase and in migration of families seeking relatively cheap housing whilst remaining within commuting distance of the Dublin area.

Assuming unemployment remains as 20% and assuming that in migration will continue at a rate of 37% of the population increase Table 2.4 b) gives the number of new jobs required to achieve different percentage levels of unemployment, assuming all current jobs are maintained.

TABLE 2.4 b).

Year 2001.

Workforce	No. of new jobs required	Unemployed Est.	Numbers Unemployed
2709	541	0%	0
2709	406	5%	135
2709	271	10%	270
2709	135	15%	406
2709	0	20%	541

Source: Estimated Wicklow U.D.C.

It must be noted that although these figures represent the Urban District area only the unemployment catchment for the town shows 1,100 unemployed in 1995. For future Industrial, manufacturing etc. this may have to be taken into account.

TABLE 2.4 c)

---

 Table Showing Workforce of 1784 at Work.
 

---

Agriculture	33	2%
Manufacturing	337	19%
Building	151	9%
Elect	16	1%
Commerce	415	23%
Transport	114	7%
Public Administration	202	11%
Professional Services	323	18%
Other	193	10%
	<hr/> 1,784	

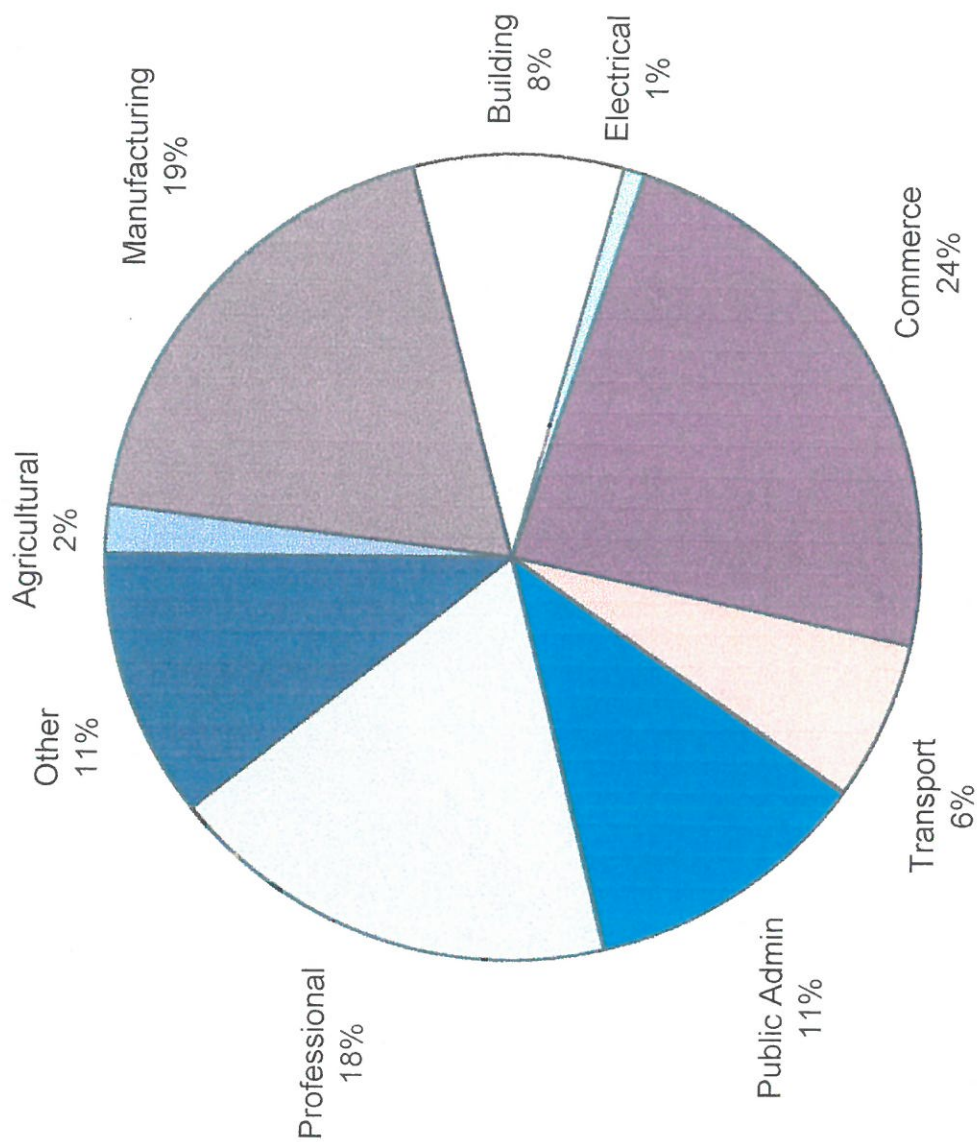
---

 Source 1991 Census
 

---

Table 2.4 c) gives a breakdown of the different categories of employment by the present workforce. An interesting statistic within this is the decline in Manufacturing and the increase in Administration/Professional Services.

## Workforce at Work



See Table 2.4. (c)



### 3.1 INDUSTRY

At present there are 337 people engaged in industrial manufacturing. This represents approximately 19% of the working population.

In the period 1971 to 1991 the number of people employed in industry has fallen from approximately 600 jobs to its present level. The decline in manufacturing employment was due mainly to the following:

Closure of Veba Radiators (reopened with approximately 50% of its original workforce), closure of Solus Teo., Terrapin, Glebe Engineering, Wicklow Mineral Waters, Celmac, Delahunt Bottlers and other minor Industries which disappeared over the years.

Most of the available Industrial Manufacturing floor space has now been taken over for other uses. In this regard lands off the Arklow road area within the environs Development Plan have been zoned for long term Industrial Development.

### 3.2 COMMERCIAL ACTIVITY - RETAIL.

On a national scale the County of Wicklow is quite strong in retail terms despite lower population levels arising from topographical restrictions and its proximity to the primary retail scene of Dublin. Within the County, Wicklow town with 8% of selling space and turnover is in keeping with its size and rank order of urban centres in the county. However, in order to get an overall picture of Wicklow's retailing characteristics it is interesting to compare it with other towns. No other town shares such unique physical traits in relation to physical boundaries, main road and proximity to major population centres but towns such as Youghal, Ballinasloe and Carrick-on-Suir do have similar characteristics.

Let us first compare Wicklow with the other centres in terms of number of units and retail floor space. In terms of overall retailing pattern Wicklow shows a smaller number of retail outlets at 80% of the average for comparable centres, and the aggregate selling space is less accounting for only 78% of the average at a total of 4870 m<sup>2</sup>. However, the average area per unit at 93% indicates that while Wicklow has a smaller number of units and less aggregate selling space its units are nonetheless nearer the average unit size.

Looking specifically at the distribution of number of outlets in each category, there is an obvious discrepancy between the proportion of outlets selling particular goods and other centres. This indicated that Wicklow has a fairly unevenly distributed retailing scene.

For example the All Grocery category which, at six outlets is 67% below average for comparable towns. While the floor space per outlet is above average for other centres it is clear that provision of this category is nonetheless weak for a town of this size. In the category of Durable Household Goods, Wicklow's number of units is 76% of the average, while its' retail floor space per unit is 168% of the average. Therefore while this category has a smaller number of units their individual size is well above average.

The situation is different if one examines the Other Food category which includes the smaller and more specialised food shop such as butchers, bakers, fruit and vegetable shops and general shops. In this category Wicklow is 60% above the average in number of units.

In the category of Clothing and Footwear, Wicklow is 16% below average in terms of number of units and the average area per unit equated to only 55% of the average for four comparable centres. This indicated that the town is particularly weak in its retail provision of this category and there could be room to improve its provision.

The introduction of population figures into this analysis should shed more accurate light on the actual strengths and weakness' of Wicklow's shopping provision. For example the population per outlet is 74 persons in Wicklow and this is higher than the average of 66, for four comparable towns. At the more detailed level, the number of persons per Grocery outlet is considerably above the average accounting for approximately 177% of the average, Durable and Household Goods is 141%, Tobacco, Pubs & Off Licences at 138%, Sweets & Newspapers equal 135% and Clothing and Footwear accounts for 105% respectively. Therefore there are more people using each retail unit for all categories than in comparable centres.

However, floor space per head of population is a more accurate indicator of actual shopping provision and these characteristics are illustrated in Fig. 3.1.1. In this, based on Urban/Town population of all four towns, Wicklow's 0.87 m<sup>2</sup> selling space per head of population for all businesses is well below the average of 1.04 m<sup>2</sup> for four comparable centres. In terms of a more detailed analysis the Durable Household Goods category at 147% of its respective average indicated that provision is sufficient for the town.

On the other hand the All Grocery category at 90% and Clothing and Footwear at 12% of the respective average m2 per head of population for their category indicate that provision is particularly weak in these categories in Wicklow Town.

Further facts emerge when we analysed the relationship between turnover excluding VAT and selling space. In this, Wicklow has 78% of aggregate selling floor space while its' overall level of turnover is higher at 93% of the average of £13,806,000. Yet in spite of this the relationship between selling space and turnover excluding VAT is higher than the average by 117% at £2,853 per m2. All categories with the exception of Tobacco/Newsagents and Durable Household goods show a higher level of turnover per m2 of selling space than the average for comparable centres. Detailed analysis of this is illustrated on the Table 3.2.a)

#### **SUMMARY.**

The overall indication of the present state of retailing in Wicklow based on lower than average numbers of outlets and higher than average people per outlet for the majority of categories gives an overall impression of room for improvement across all sectors. However, at a more detailed level certain categories are particularly weak.

For example the Clothing and Footwear category is very weak in terms of a lower average area per unit and a low m2 of selling space per head of population. Therefore, it would appear that there is an acute need and possibilities for extending provision within the town. However, any dramatic increase in additional floor space for the town must take into account the influence of Bray and Dublin with regards to the extent of provision and choices available in this particular category in such proximity to Wicklow town.

In terms of the Grocery sector there is also evidence of the need to make improvements in provision levels. But it must be kept in mind that any serious additions would probably have an adverse effect on the very strong Other Food sector which mainly consists of smaller more specialised shops along the main streets. Also in light of recent improvements to roads in the county, consideration of the influence of Bray's grocery sector on the shopping patterns of people in the Wicklow town area must also be taken into account.

The other categories which could facilitate expansion include the Chemist and Pubs & Off Licence categories, however, their provision is more in keeping with average for comparable towns and therefore the need for additional provision is not acute.

Provision in the Durable Household and Tobacco/Newspapers categories for the town would on the other hand appear sufficient to adequately serve the population of the town.

TABLE 3.2 a)

Category	Turnover Excl. VAT	Selling Space m2	Turnover per m2	Wicklow as % of avg. turnover per m2 of comparable centres.
Grocery	6,615	1,490	4,439	141%
Pubs/ Off Licence	1,252	800	1,565	110%
Other Foods	1,272			
Tobacco/ Newsagents	424	185	2,291	72%
Clothes/ Footwear.	732	548	1,336	114%
Motor Related Business	357			
Chemist	867	195	4,446	121%
Durable H/Hold	1,811	846	2,140	77%
Other Non-food	976			
<b>ALL BUSINESS</b>	<b>13,806</b>	<b>4,870</b>	<b>2,835</b>	<b>117%</b>

### 3.3 TRANSPORT

Long term strategic road proposals involving improvements to the N.11, bypassing Ashford and Rathnew will have an effect on the town. The possibility of providing a slip road from Newcastle/Killougher should be investigated in conjunction with these N.11 proposals. This would offer an alternative route into the town. The increasing volume of house building to the North-Western part of the town has created serious traffic congestion. A ring road should be identified at this stage to alleviate this.

## 3.4

## WICKLOW HARBOUR.

The Commercial importance of the Harbour has been steadily increasing since 1987 though not at the rate experienced in the eighties. The main imports into the port consists of Timber, coal, paper, steel, lead and general cargo. Exports consist mainly of wood chips, wood pulp and general cargo. Table 3.4 a) gives the export and import tonnages for the 1994 year.

Table 3.4. a)

IMPORTS		EXPORTS	
Category	Tonnage	Category	Tonnage
Bulk solids (e.g. coal etc)	140,397	Bulk solids (e.g. wood)	27,814
Breakable cargo (e.g. paper)	17,371	Mixed cargo	738
<b>TOTAL IMPORTS</b>	<b>157,768</b>	<b>TOTAL EXPORTS</b>	<b>28,552</b>

Source: Harbour Masters Records.

The total tonnage handled in 1994 was 186,320 tons with five times the amount of imports over exports.

There are two differences between the figures for 1986 and 1994:

- (a) Tonnage through the port has fallen slightly  
186,000 tonnes V 190,000 tonnes.
- (b) The exports V imports has been completely reversed  
as in 1986 exports exceeded imports by two to one  
and in 1994 imports exceeded exports by five to one.

The number of ships using the port increased slightly over 1986 (142 V 136). The size of ships currently accommodated by the port ranges from 1,500 dead weight tonne to 3,000 dead weight tonne. At present, there are 3 permanent jobs in the Harbour Board and 81 jobs dependant on the port.

The operation of the port has a major impact on the town in that it generates a considerable amount of commercial traffic. Based on the tonnage handled, it is estimated that approximately 7,000 heavy goods vehicles (mostly articulated trucks) use the port per year. This translates to a figure roughly of 20 trucks per day - this is one of the main causes of traffic congestion in the town.

The use of the port by pleasure craft is also increasing. In recent years the average annual number of pleasure craft visiting the Harbour has been 370. Currently there are 86 permanent moorings used by local people. The demand for visitor mooring space is increasing. A conflict between amenity and commercial use is developing, particularly in Summertime. For this reason, there is need for a substantial increase in the size of the Harbour and its facilities including the development of a Marina, increased commercial berths and dock space and facilities for increased container traffic.

### **3.5 TOURISM**

In its policy document "Development for Growth", launched in 1989, Bord Failte identified Wicklow Town as a tourism centre with growth potential and set out a number of essential elements which needed to be put in place for a tourism centre to successfully attract and service its visitors. These fundamental elements are:-

1. Accommodation
2. Food and Drink
3. Entertainment/Leisure
4. Infrastructure
5. Visitor Services.
6. Activity and Special Interest Facilities.

Since the development of the Town Development Plan in 1987 Wicklow's tourism product has developed significantly and its progress in developing as a tourism centre is reviewed hereunder. In this review the catchment area is inclusive of the town and outlying villages including Rathnew, Ashford, Glenealy, Rathdrum and Brittas Bay because visitors staying within this catchment tend to use the town of Wicklow as the natural centre for the area.

#### **3.5.1 Accommodation**

Since 1989 the growth in the accommodation sector within the Wicklow catchment has been very significant with resulting benefits in terms of visitor numbers. Table 3.5.1.a) provides a comparison between 1989 and 1995.



**Table 3.5 a) Accommodation in Wicklow Catchment**

Category	No. of Units 1989	No. of Units 1995	No. of Rooms 1989	No. of Rooms 1995	% inc Rooms
Hotels	6	7	71	146	106%
Registered Guesthouses	2	2	10	12	20%
Irish Houses	25	37	90	161	79%
Pub		1		4	
<b>Accommodation</b>					
Self Catering	10	39	34	105	179%
Hostels	1	3	40	135	238%

#### **Hotels**

The number of hotel bedrooms available has more than doubled mainly as a result of major extensions at the Grand Hotel and Tinakilly Country House. As a consequence, Wicklow can now cater for more coach tour business which before went elsewhere. Further expansion of the hotel sector will be encouraged.

#### **Irish Homes (Bed and Breakfast)**

Capacity within the Irish Home sector has grown significantly with 161 bedrooms now available. Demand is now well serviced and natural growth in this sector should be sufficient to cater for any increase in demand.

#### **Self-catering**

The number of self-catering units has risen from 10 units in 1989 to 39 units in 1995. This growth, however is represented mainly by the development of the Devils Glen Holiday Village near Ashford and there is still a need for more self-catering accommodation in and around Wicklow Town.

#### **Hostels**

The development of a Hostel at the Marine House on the Murrough has filled the need for budget accommodation in the town.

## **Caravan and Camping**

The Council would encourage the development of a small family-orientated caravan and camping facility on a suitable site in or near the town to cater for touring visitors in this sector.

### **Objective**

The Council will continue to encourage the provision of additional visitor accommodation to cater for projected tourism growth particularly with regard to the hotel, self-catering and caravanning and camping sectors.

## **3.5.2 FOOD AND DRINK**

The Town and its catchment are well served with a range of food options which offer a good choice to suit every pocket. These include:-

Coffee Shops	
Fast Food Outlets	
Pub Grub	
Middle Range:	e.g. The Opera House
	The Grand Hotel
Top Range:	e.g. The Old Rectory
	The Bakery
	Tinakilly House
Range of Drink Options:	e.g. Licensed Restaurants
	Lounge Bars
	Hotels.

The quality of product and service in Wicklow's food outlets and restaurants is very high at every level and visitors to the town are presented with a wide choice of establishments each offering very good value for money. Given this situation Wicklow should now seek to develop a reputation as a centre for good food.

## **3.5.3 ENTERTAINMENT/LEISURE**

There is no shortage of night entertainment in the town and like all Irish Towns entertainment tends to focus around the pubs which offer a good choice of music. Options for visitors include:-

Traditional  
Ballads  
Pop/Rock

At present musical entertainment is available in pubs on six out of seven nights per week (Tuesday being the exception). More outdoor entertainment specifically on Sunday afternoons during high season would be welcome and would be well received by visitors to the town.

#### **Cinema**

The Abbey Cinema presently provides an excellent service.

#### **NEEDS**

*There are two major needs in this area:*

1. There is a need for a Cultural/Visitor Attraction centre which would provide other entertainment options and this need will be addressed with the development of Wicklow Gaol. Wicklow U.D.C. would wish to see the Gaol project completed and opened to the public as soon as possible.
2. The provision of a new swimming pool in Wicklow would represent a very significant addition to the towns tourism infrastructure and would help greatly in attracting more visitors to the area. The Council is fully committed to achieving this goal.

#### **3.5.4 INFRASTRUCTURE**

There have been very significant infrastructural improvements in recent years which have made a positive impact from a tourism viewpoint. These include:-

Three new Town Carparks  
Two Scenic Carparks  
Visual improvements - Market Square  
Landscaping green areas.  
Tidiness.  
Presentation of Buildings  
Tidy Towns effort.

The Council has invested heavily in improving the appearance of the town and has been strongly supported by many within the business community and by a pro-active Tidy Towns Committee who together have helped upgrade Wicklow's visual appeal.

## **NEW DEVELOPMENTS**

The proposed sewerage treatment plant for the Wicklow catchment area and the Ashford/Rathnew bypass will facilitate the future development of the area and will help to encourage more tourism investment in Wicklow

### **3.5.5 VISITOR SERVICES**

Over the past five years Wicklow has developed a much improved level of visitor services such as:-

New Tourist Office has been opened by MERTO on an all year round basis since 1990 and provides an excellent service.

Information boards have been erected in the Market Square and at Abbey Street.

Signposting has been improved and upgraded

Local literature is in reasonably good supply and a new town brochure is planned.

### **3.5.6 ACTIVITY AND SPECIAL INTEREST**

Wicklow has a splendid natural environment and visitors can choose from a range of areas of special interest including:-

Broadlough/Murrough  
Wicklow Head

These environmentally important areas also represent very significant tourist attractions and the cliff walk in particular is very popular with visitors to the town. The Council will seek to protect these areas from any inappropriate developments.

#### **Beaches**

Few towns in Ireland can boast a greater choice of superb beaches within its hinterland, with miles of stony beach at the Murrough and some of the Country's finest sandy beaches at Silver Strand, Magheramore and Brittas Bay.

## Outdoor Activities

Outdoor activities which are available to visitors include:-

**Horseriding:** There are several equestrian centres within easy reach of the town.

**Angling:** Wicklow's North Beach offers some of the best shore angling in Europe while the Vartry Angling Club have provided an excellent fresh water angling facility at Ashtown Lane.

**Gardens:** Mount Usher Gardens and Avondale House are within easy distance.

**Walking:** Wicklow has superb coastal walks north and south of the town while the Wicklow mountains are within easy reach.

**Cycling:** Bicycle Hire is available in the town and Wicklow is an ideal base from which to tour the County.

**Golf:** Golfing Holidays to Wicklow are rapidly on the increase. Wicklow Town is ideally placed to benefit from the growth in Golf Tourism with excellent 18-hole Golf Courses at Wicklow and Blainroe and with championship courses nearby at Devils Glen and the European Club.

### 3.5.7 OUTLOOK

Wicklow has been steadily developing as a Tourism Centre and the outlook for further development is very positive. The completion of the Wicklow Gaol project and the development of a swimming facility would both contribute greatly to Wicklow's attractiveness as a holiday destination and would also help to encourage more private sector investment in accommodation and other tourist facilities. The Council is fully supportive of these projects and would wish to see both brought to fruition as soon as possible.

The Council will encourage new tourism related projects in appropriate locations in the town and will take a positive view of tourism initiatives which will have the potential of adding to or completing the towns tourism product.

## CHAPTER 4

## HOUSING.

### 4.1 EXISTING HOUSING STOCK.

A survey of the current housing stock in Wicklow Town was carried out, and the results are summarised in the following Table 4.1.1

**Table 4.1.a)**  
**Classification of Existing Housing Stock Wicklow U.D.C.**

TYPE OF DWELLING	NUMBER	
	1987	1995
Family Dwellings	1528	1898
"Small" Dwellings	104	104
Old Persons Dwellings	24	52
Flats etc.	57	72
TOTAL DWELLINGS	1713	2126
Source: Survey U.D.C. Staff.		

(Note: "Small dwellings" are defined as houses which are considered too small for normal family occupation, however, in some cases these houses are occupied by families. In other cases, they are occupied by single or elderly people. Houses in, for example, the older part of Castle Street which have not been extended would be classed as "small dwellings")

The overall average occupancy rate is approximately 3.34 persons per dwelling.

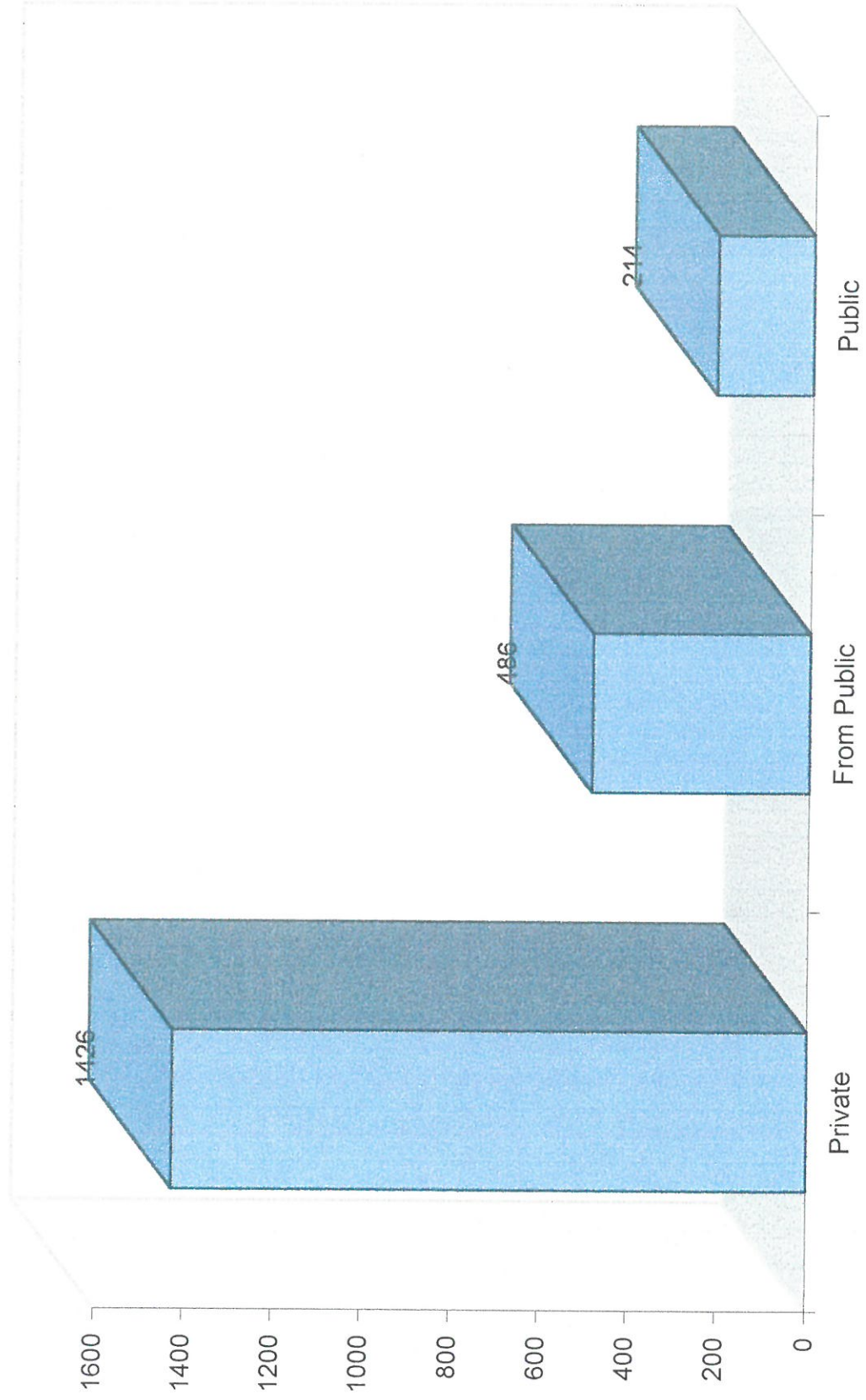
The ownership categories of these dwellings are given in the following table.

**Table 4.1.b) Ownership of Housing Stock - Wicklow Town.**

Category of ownership.	Number of dwellings		%	
	1987	1995	1987	1995
Private	1112	1426	65%	67%
Private (from Public)	371	486	22%	23%
Public	230	214	13%	10%
TOTAL	1713	2126		
Source: Survey by Council Staff				



## Housing Ownership



See Table 4.1. (b)

(Note: The category "Private from public" refers to cases where the dwellings were originally constructed by the Council but were subsequently purchased by the occupiers, or are being currently purchased.)

A number of significant points, some of which will have an important bearing on future housing provision, are evident from the table, i.e.:

- a) There is a high demand in Wicklow for privately owned houses in the town. The proportion of privately owned houses is higher in Wicklow than in many other towns of similar size - this is a desirable feature of the housing market and is a reflection of the inherent attractiveness of the town.
- b) The various schemes whereby the Council's tenants have been able to purchase their houses have proved attractive.
- c) There is a significant proportion of the population who, on the one hand, may not merit a Council house and on the other may not be able to afford to purchase a private house in the traditional manner.

For these people, Joint Venture (and possibly co-operative housing), whereby the Council assist in the development but do not build or own the houses, has proved a successful solution.

#### 4.1.2 Environs of Wicklow.

The question of how the Environs of the town have been defined is the subject of a separate survey and analysis and separate Development Plan (however see section entitled "Demography"). The housing stock in the environs has been surveyed and the results are summarized below. The vast majority of these houses are family dwellings which are privately owned.

**Table 4.1.2.a) Classification of housing stock - Environs.**

When built.	Number 1987	Number 1995	Estimated population 1996
1940 - Present	108	308	1000
Pre 1940	25	25	81
Pre 1949 cottages	39	39	127
<b>TOTAL</b>	<b>172</b>	<b>372</b>	<b>1208</b>
Source: Survey & Estimates by U.D.C. Staff			

#### 4.2 Assessment of Housing Need.

There are at least two reasons why it is important to assess the future housing requirements. Firstly the assessment gives an indication of the amount of serviced residential land that will be required. Secondly, the number of houses which the Council will have to construct themselves is indicated.

Prospective housing need arises mainly because new household formation (i.e. in most cases people setting up their own home). In addition, the process whereby older houses become obsolete gives rise to a prospective housing need. Normally, prospective need constitutes about 80% of total need. The remaining 20% consists of accumulated need.

#### 4.3 Interpretation of Housing Needs.

In the 1987 Development Plan a projected figure of 46 dwellings per year over a five year period would appear to have been an under estimation. The actual amount of new dwellings in the period since 1987 in the Urban district and environs has increased by approximately 610 units. If this trend were to continue and it is reasonable to assume that it will, then the total number of units required for this period would be approximately 400. This represents an average increase of 76 houses per annum. Based on the following figured Table 4.3.1 gives an indication of the housing needs up to 2001:

Table 4.3.a)

Projected Population Increase = 790  
Number of Persons Per Household = 3.35 Average  
Number of persons per Household Initially = 2.00 Average

Category of need.	Number of Dwellings Required 1996-2001	Number of Dwellings Per Annum
Prospective (New Households)	256	51
Prospective (obsolete)	64	13
Accumulated (Council Requirements Urban District only)	80	16
<b>TOTAL</b>	<b>400</b>	<b>80</b>

**Note:** Prospective obsolescence is calculated on the basis of 3% over 5 years.

#### 4.4 Council Housing Requirements.

At present the Council Housing List stands at 135. Table 4.4.a) indicates how these figures are made up.

**Table 4.4.a) Present Housing Requirements**

Category of house Required	Number of Dwellings Required
Family Dwellings	50
Small Family Units	54
Single Applicants	31
<b>TOTAL</b>	<b>135</b>

At present the Council get a Housing Allocation of approximately 16 houses per annum. Over a five year period if this is sustained a total of 80 houses would be built. Of the 135 on the current Housing List 35% of these are from other areas of the county. It would appear from this that the trend is to encourage prospective Council tenants to move into the towns and villages. From this the following assumptions can be made:

- i) The housing allocation will never fully dispose of the Council housing requirements.
- ii) Future in-migration of 35% will maintain the high level of requests for housing.

#### 4.5 Overall Land Requirements.

At present a density of 8-10 houses per acres is the norm for private development in the U.D.C. and Environs (for serviced land). On this basis and assuming the housing projection over the next five years are correct, an area of approximately 50 acres will be required to meet this demand. This would not take into account high density apartment building which may occur within the centre of the town, particularly within the Urban Renewal Designated area.

#### 4.6 Current Permissions for Residential Developments.

Over the past eight years a substantial house building programme has taken place by private and public development. This has resulted in most of the current planning permissions being developed. It will be necessary therefore to reappraise the land uses remaining within the Urban boundary. This will be dealt with in the Land Use Section.

## 5.1 Education.

The overall objective in relation to educational facilities is to ensure that the current and proposed provision will be sufficient to cater for the projected school population. The specific areas of interest are the overall capacity of space (i.e. games/play areas) associated with the school.

Given a school population projection and based on a survey of current schools, it is possible to determine whether a new school is required or whether additional open space is needed and therefore whether it is necessary to zone additional land for this purpose. Apart from zoning land and keeping potential school sites free from development (if required), the Council have a limited role in this area.

Table 5.1.a) School Population Primary Schools in Wicklow

Name of Primary School	Enrolment 1987		Enrolment 1995		Totals	
	Boys	Girls	Boys	Girls	1987	1995
St. Patricks BNS	479	-	496	-	479	496
Holy Rosary	40	571	20	490	611	610
Glebe School	50	45	64	47	95	111
<b>TOTAL PRIMARY</b>	<b>569</b>	<b>616</b>	<b>580</b>	<b>537</b>	<b>1185</b>	<b>1217</b>

Source: Survey of Local Schools by U.D.C. Staff

In attempting to match supply and demand of school facilities, it is important to note that the catchment areas of schools in a town usually extend beyond the town boundaries. In the case of secondary schools in Wicklow, for example, the catchment area extends at least as far north as Ashford and south as far as Brittas Bay.

Given that several of the schools in the town have recently been extended, there appears to be no major demand for a new school or a large extension (i.e. more than one classroom per school) in the next five years.



**Table 5.1.b) School Population Secondary Schools in Wicklow.**

Secondary School	Enrolment 1987		Enrolment 1995		Totals	
	Boys	Girls	Boys	Girls	1987	1995
De La Salle College	348	-	342	-	348	342
Dominican College	-	462	-	473	462	473
Abbey Community College	203	189	278	236	392	514
East Glendalough	-	-	180	180	-	360
<b>TOTAL SECONDARY</b>	<b>551</b>	<b>651</b>	<b>800</b>	<b>889</b>	<b>1202</b>	<b>1689</b>
Source: Survey of Local Schools by U.D.C. Staff						

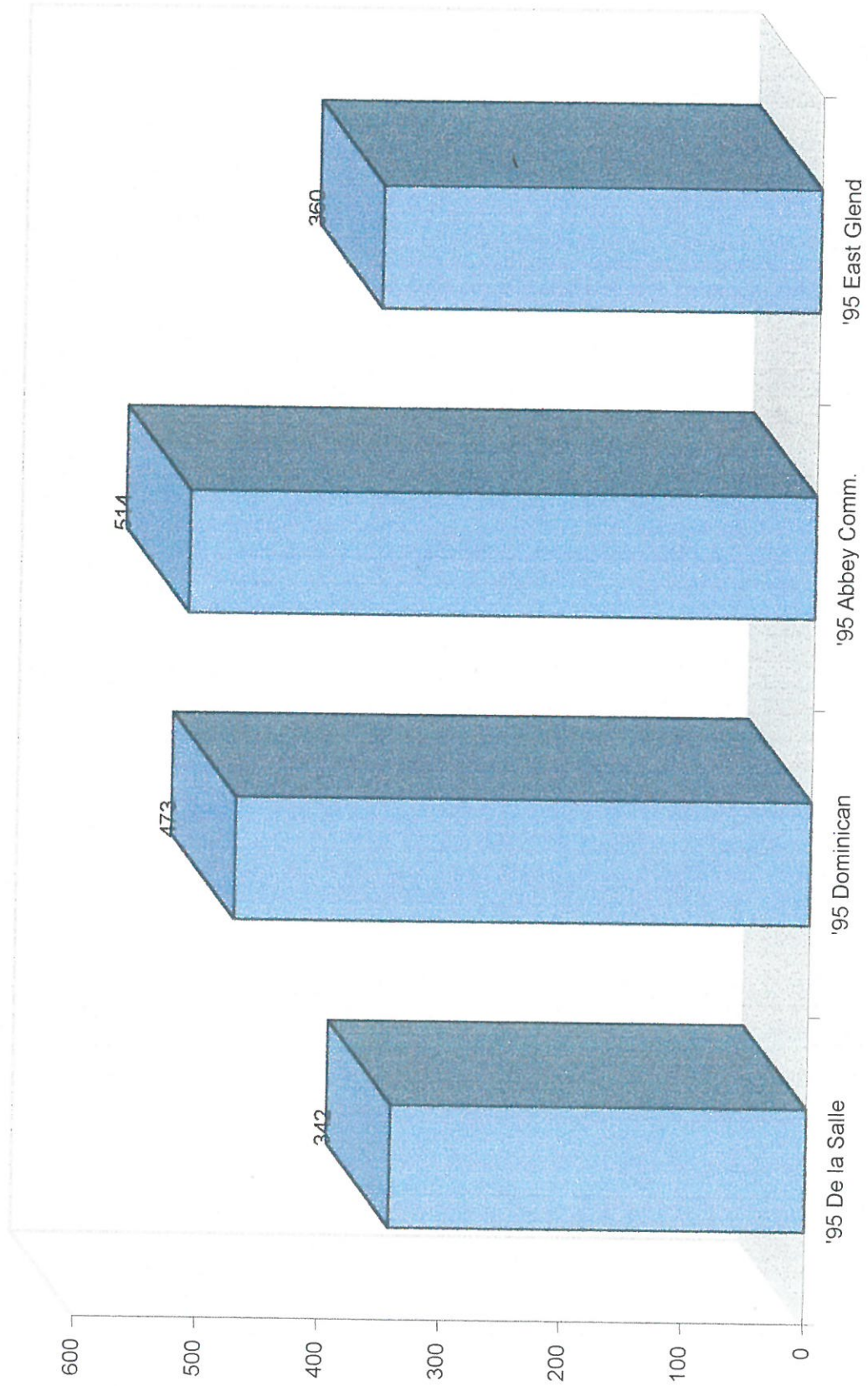
What is significant from the enrolment figures for the secondary schools is the fact that only one school - The Abbey Community College - shows a substantial increase in enrolment figures. This may need extending on an on-going basis.

## 5.2 COMMUNITY FACILITIES.

Wicklow, for a town of its size, is reasonably well served with privately owned community facilities. There are a number of priorities which have been in existence over the lifetime of previous plans which have not been achieved. These will be carried forward as amenity objectives over the next ten years.

- i Swimming Pool
- ii Indoor sports centre
- iii Additional municipal public playing pitches
- iv Pitch and putt course
- v Town centre park
- vi Additional water sports facilities.

## Secondary School Population



See Table 5.1. (b)

## CHAPTER 6 AMENITY

The Amenity survey and analysis has a number of distinct elements which are dealt with as follows:

### 6.1 OPEN SPACE.

The following table 6.1.a) gives an indication of the existing open space classification in the town. Some of the open space listed is not within the town boundary but would still service the towns needs.

**Table 6.1.a) Classification of Open Space.**

Category of Open Space	Area Hectares	Adequacy
Private Recreational G.A.A. Soccer Rugby	10.11	Inadequate
Private Recreational Schools	4.04	Inadequate
Private Recreational Golf	34.39	Adequate
Private Open Space Abbey Grounds	1.01	Access needs to be improved
<b>TOTAL</b>	<b>49.55</b>	
Public - Passive Murrough	12.14	Adequate but an inland park would be desirable
Public - Recreational Passive	0	Inadequate

**Note:** Small incidental open spaces are not included.

## 6.2 NATURAL ENVIRONMENT.

In terms of natural environment as distinct from man-made recreational facilities, the people of Wicklow are fortunate in that the town has many natural features which contribute to the overall attractiveness of the area. The following is a list of the principle features:

- |                       |   |
|-----------------------|---|
| <b>Murrough</b>       | A long level coastal strip to the East of the railway line stretches for six miles with a good clean stoney beach and natural grass and vegetation.   |
| <b>Leitrim River</b>  | This important focal point offers a range of natural amenity values due to its attractiveness of wildlife, fish etc.  |
| <b>Broadlough</b>     | The river widens out into a lake beyond the railway bridge. This, together with waste lands on the Western side of the lake is a wildlife sanctuary of national importance.   |
| <b>Southern Coast</b> | To the South of the Harbour a stretch of rugged coastline exists of natural beauty encompassing the Black Castle ruins, access to small beaches and cliff walks with dramatic views and wildlife. This stretch of coast extends in particular between the Harbour and Wicklow Head. |

## 6.3 ARCHITECTURE AND CIVIC DESIGN.

A high level of architecture and civic design has been achieved in the town over the years, which adds to the visual amenity of the area. It would be hoped that on an on-going basis both the existing and new developments would achieve these standards. The following is a list of the principle features:

- |                    |  |
|--------------------|--|
| <b>Main Street</b> | This area offers a wide variety of architectural interest which adds to the visual appeal. Through ornamental plasterwork, eaves, brackets, dormer windows, plaster mouldings, etc. This area is punctuated by three significant features - Market Square which is the Civil Centre of the town, The Mall which is the middle of the town and Fitzwilliam Square which is the Retail Centre of the town. |
|--------------------|--|

**Murrough** A high amenity area with examples of good old terraced and semidetached residences coupled with open areas of natural civil design.

**Castle Area** An area of established terraced and semidetached units with good standards of gardens and houses, fronting onto the open Black Castle area.

#### **6.4 FEATURES OF HISTORIC AND ARCHEOLOGICAL INTEREST.**

**Black Castle** The ruins of a Norman fortress built around the year 1200.

**Round Mound** The first Viking settlement established circa 850 A.D. of important archeological interest.

**Brides Head** A church was established here in 430 A.D. Some of the ruins are still visible today.

**Halpins Monument** Erected to commemorate the achievements of Captain Robert Halpin.

**"Billy Byrne" Monument** Erected to commemorate the rebellion of the 17th and 18th century.

**Courthouse** This imposing building in the Market Square has been the Courthouse for 200 years.

**Marine House** Has had a variety of uses over the years and is now a Hostel.

**Bridge Tavern** Built in 1702, one of oldest surviving buildings in the town.

**Dominican Convent** High brick building which was established in 1840 with subsequent extensions over the years.

**Railway Station** Site of the old railway terminus - was part of the first railway built in Ireland, designed by Brunel and built by William Dargan in 1855.

**St Thomas Church** Building of unusual design having a square tower, clock and copper dome and is of uncertain age.

<b>St Patricks Church</b>	An architecturally impressive building situated in a commanding position, dates from 1850.
<b>Old Jail</b>	This is now being reconstructed to house a Heritage Centre.
<b>Ceoltas Building</b>	Formally the lifeboat house in the days when the lifeboat was propelled by oars.
<b>Lighthouse</b>	Three lighthouses built at different times which are still in existence.
<b>Abbey Ruins</b>	The ruins of the old Fransciscan Friary erected in the thirteenth century.



This section of the survey and analysis deals with roads, water supply, sewerage and waste management.

### 7.1 ROADS - TRAFFIC AND PARKING.

Traffic continues to create problems in particular in the Main Street area. This is caused mainly by an increase in the number of houses, more port traffic and increased commercial activity. A traffic study is required in order to evolve a long term traffic plan for this town. For the purposes of this Development Plan a short report has been prepared in which proposals are outlined taking into consideration proposed improvements from the previous Development Plan (1987) which have been achieved and future short and long term proposals.

Given that most of the short term traffic proposals from the 1987 Development Plan have been done i.e. improvements at Quay Lane, Quarantine Hill and Colley Street the following is the suggested approach which should be taken under the headings below:

1. Statutory requirements
2. Problem Statement
3. Objectives

#### 7.1.1 Statutory Requirements.

S.19 of the 1963 Local Government (Planning and Development) Act specifies that a Development Plan shall include objectives (inter alia): "for securing the greater convenience and safety of road users and pedestrians by the provision of parking places or road improvements or otherwise."

The guidelines issued by the Department of the Environment (1983) refer to An Foras Forbartha Manual on Traffic Planning for Small Towns and further specified that information would normally be required in respect of:

Volumes of Traffic,  
Origins and destination of vehicles,  
Parking,  
Pedestrians movements and  
Commitments to road works.

The An Foras Forbartha Manual sets out various methods for the collection and analysis of this data. The Guidelines clearly state that the Development Plan should include within it the traffic plan for the town.

Ideally the various surveys should be carried out, and recommendations decided on, in time to be included as objectives (both long and short term) in the Town Development Plan.

No traffic study of Wicklow Town has ever been carried out, and in the present circumstances it is not practical or desirable to delay the review of the town development plan until such time as the results of a comprehensive study are available.

#### 7.1.2 Problem statement.

The main traffic problem in Wicklow is congestion, often severe, along the Main Street through the town, particularly at the eastern end of Abbey Street and at both ends of the Mall. This traffic congestion often arises due to relatively small volumes of traffic and occurs both during the summer and throughout the rest of the year. The capacity of Abbey Street/Main Street to accept traffic flow is considerably reduced because:

- a) Two conflicting demands on the Main Street, i.e. most businesses and shops are located on it, thus a short term parking is generated - this demand is usually met by (often illegal) on street parking, particularly in the vicinity of the Banks, Post Office, Newsagents, Chemists etc.

- b) All commercial traffic going to or coming from either the port or the industrial area of the town is forced to use Abbey Street/Fitzwilliam Square/Bridge Street. One large commercial vehicle is often sufficient to cause serious congestion. Two such vehicles approaching each other from opposite directions almost invariably causes chaos. The creation of a road link between the Murrough and the Rathnew bypass should be an objective.
- c) Because Wicklow is a coastal town, and a major tourist route and is close to coastal amenities such as Brittas Bay, the characteristics of traffic in the town vary considerably at different times of the year. During most of the year the traffic is mostly local and is therefore terminal i.e. the destination is Wicklow Town itself.

During the summer a considerable proportion of the traffic is through-traffic, bound for (and from) Brittas Bay and other coastal areas in the South. In summary, any overall plan for the town must provide for:

- 1) Diversion of at least some if not all of the heavy commercial traffic from the town centre.
- 2) Increasing the capacity of the Main Street so as to reduce or eliminate the incidence of congestion.

It is anticipated that these two objectives could only be partially achieved in the short term by more effective traffic management e.g. tighter control of on-street parking - provision of additional off street car-parks - selected road widening - junction improvement.

However, based on initial analysis, it is suggested that the traffic problems of Wicklow cannot be eliminated altogether and the above objectives achieved without a major distribution of existing traffic flows.

At this stage, it is anticipated that this will, in the long term, involve the introduction of a one-way system in the town centre.

Both short and long term strategies are outlined below, however, the need for a comprehensive traffic study, (particularly with a view to a long term solution of the traffic problem) is emphasised.

### **7.1.3 Objectives.**

Based on the above problem statement and taking into account works included and completed since the last Development Plan the following are the main objectives under this Development Plan.

#### **c.i Short term strategy and options.**

Short term measures will be included in the 1996 Town Plan as specific objectives - the intention is that these will be achieved within the next few years and at relatively low cost. These would be dealt with specifically under the following headings:

##### **c.i a) Immediate Measures**

These are designed to increase the capacity of the Main Street/Abbey Street area given the existing traffic flow.

- Rearrangement of the upper and lower Mall to provide one way traffic.
- Extension of the Street No Parking areas in certain locations.
- Provision of Street bollards to prevent on pavement parking - Main Street, Abbey Street.
- Closing off access to Roads - Salt House Lane from South Quay.
- Completion of major traffic study taking into consideration all the short and long term options.

##### **c.i b) Heavy Commercial Traffic.**

- Redirecting of incoming Port traffic along Wentworth Place.
- The widening of Woodenbridge Row to accommodate extra traffic flow.
- Heavy Commercial Vehicles coming from the Port will continue to use the Bridge Street/Fitzwilliam Square Road.

##### **c.i c) Off Street Car Parks.**

- Provision of a car park in the vicinity of Market Square i.e at the Heritage Centre.
- Identification of sites for future car parking, in particular with access off the Main Street. These sites may be identified at this stage and protected from future development.

- Identification of areas within the main thoroughfare where existing parking may be rearranged to increase the volume of spaces.
- Upgrading of existing car parks where works are needed.

#### **c.ii Long Term Strategy Options.**

Although the short term measures outlined are necessary and would improve the present situation it is acknowledged that a fundamental redistribution of traffic is required in the long term. In the 1987 Development Plan three main methods for solving the traffic situation were outlined as follows:

##### **c.ii a) By-pass.**

Given the topography of the town and the extent of existing development the construction of a By-pass would probably not be feasible and would certainly be expensive. Also given the nature of the towns economy and the fact that tourist revenue will become increasingly important in the future it may not be desirable for traffic to by-pass the town.

##### **c.ii b) New Inner Relief Road**

Similar arguments may apply in this case although a relief road could be identified at this stage or during the planning process to provide a link between the existing Ballynerrin, Ballyguile, Rocky Road, Friarshill road system. This council will co-operate with Wicklow County Council in the upgrading of these roads to provide a link to the N.11 Rathnew/Ashford By-pass.

##### **c.ii c) One Way System**

The introduction of a one-way system would seem to be the most practical solution and could be achieved if even on a trial basis, as a short term objective. There are a number of possibilities which were discussed in the 1987 Plan, which would involve making the Main Street/Abbey Street one way either eastwards or westwards. Two possibilities were discussed and are still included as options within this Development Plan as follows:

- i. Main Street/Abbey Street axis with traffic flow Southwards.
- ii. Main Street/Abbey Street axis with traffic flow northwards.

As most of the short term options outlined in the 1987 Plan have been achieved at this stage, both these options could now be looked at with a view to implementing either.

A fourth method of alleviating the traffic problems may be outlined at this stage as follows:

**c.ii d) M.11 Slip Road, Link Road.**

The proposals for the Rathnew village By-pass involve a number of options as shown on Wicklow County Council Drawing No. N11/NB/COUNCIL/01. This drawing shows the new Road on either the Western or Eastern side of the village identified as Route A9; C9; D10.

There are a number of possible Road improvements which could occur as part of this proposal.

- a. The first improvement which could occur would be the upgrading of the existing road from Newcastle to Killoughter and the construction of a new road to link up with the existing road to the North of the Murrough Railway Crossing. This proposal would help to alleviate the on-going problem associated with the Port and industrial traffic.
- b. An alternative proposal is a link from the N11 Rathnew bypass north of the railway bridge at Knockrobin and across a new bridge between the existing Leitrim River railway bridge and the Old Chemical Works.  
Both these proposals would have the advantage of providing a new access to and from the town and port independent of the Main Street.
- c. The second improvement would be the upgrading of the existing roads i.e. Ballynerrin, Ballyguile, Marlton, Rocky roads and Friarshill to link up with the new M.11. This would provide an alternative access and exit into and out of the town which should service the on-going development which would take place to the Western side of the town.
- d. The third improvement would be to link the Friarshill and Marlton Roads via the Broomhall Lane and Ashtown Lane. This proposal could link up with the Ballyguile Road thus providing an alternative ring route which would improve access into the most populated areas of the town.

These schemes are necessarily long term and also they occur mainly within the town environs and thus are within the County Council area. Nevertheless these routes should be identified at this stage and should be put forward as proposals by this Council during the review of the Environs Plan.

## 7.2 WATER SUPPLY

Wicklow Urban District and Environs are part of the East Wicklow Regional Scheme catchment area. This area extends from Ashford in the north to Brittas Bay in the south. The current sources of the town supply are the Vartry Reservoir at Roundwood which is owned by Dublin corporation and Cronroe Treatment Works which is owned by Wicklow County council. The water is purchased from Wicklow County Council who in turn purchase from Dublin Corporation from Roundwood.

Both Dublin Corporation and Wicklow County Council supplies are treated at source. Treatment at Roundwood consists of slow sand filtration, line plant chlorination and fluoridation. The Wicklow County Council treatment at Cronroe includes rapid gravity sand filtration, chlorination and filtration.

The current usage for Wicklow Urban District Council area is 0.4 million gallons which is an enormous improvement on the 1987 usage of 0.6 million gallons, considering the amount of development which has taken place in the town during the period. The U.D.C. will continue with its current level of waste water surveys and inspection to ensure that waste water leakage is at minimum.

The total requirement of the East Wicklow region is approximately 0.7 million gallons. The capacity of the Roundwood and Cronroe supplies during normal rainfall is approximately 1 million gallons with Cronroe capable of providing 0.3 million gallons.

With regard to the dry weather supply problems the Department of the Environment have set up "The Greater Water Supply Strategic Study". The main purposes of the study are:

- (a) To report on the present service to water supply problems in the Dublin region.



- (b) To provide for the cost effective future development of the water supply network for Dublin City and the Greater Dublin Area including Counties Wicklow and Kildare.

The focus of this study is to ensure that the demand for water would be met and that satisfactory levels of standard and service will be complied with throughout the next 20 years.

### 7.3 SEWERAGE

Phase three of the Wicklow Town Sewerage Scheme was completed during the period of the last Town Plan. This included upgrading of existing sewers and provision of new foul and surface water sewers. The scheme also included the provision of a new pumping station at Leitrim Place and 1 kilometre long marine outfall. The completion of these works have allowed the further development of the Town and has improved the quality of the water in the Leitrim River and Harbour.

The further development of the Towns Sewerage System will include the following:

**(a) Secondary Treatment Works:-**

This will have a design population of 16,800 and will provide secondary treatment and sludge treatment facilities followed by disposal of the treated effluent to the existing marine outfall.

*The Principal Objectives of the Scheme are:*

To achieve compliance with Directive 91/271/EEC and the National Environment Action Programme. Preservation and improvement of the Broadlough, Rathnew Streams, Leitrim River and the River Vartry freshwater fishery.

Improvement in the quality of estuarine and coastal waters.

The prevention and abatement of pollution and malodours.

Provision of appropriate sludge treatment facilities and compliance with the National Sludge Strategy Report.

Protection of designated water for water related activities, in compliance with the Bathing Water Directive 76/160/EEC.

**(b) Wentworth Place Culvert**

Improve Wentworth Place culvert and foul sewers at Wentworth Place and Bachelors Walk.

**(c) Existing Mains System**

Improvement to existing Mains System in town centre areas and provide relief to foul sewers.

**(d) Foul and Surface Water Drains.**

Foul and surface water drains to provide facilities for lands due for future development:

Dunbur Lane/Glenside Road/Colley Street (Sewer section serving design area B19.3).

Dunbur Lane (Sewer section serving design area A16.1 & 2).

Convent Road (Sewer section serving design area B22.3).

Marlton Road, Trunk sewer to serve lands east and west of it.

Rocky Road.

Friarshill/Fernhill Road.

#### **7.4 WASTE MANAGEMENT**

The existing arrangement whereby Wicklow Urban District Council's domestic refuse collection and disposal was carried out on agency basis by the County Council will be continue during the period of the proposed Town Plan.

The U.D.C. will continue its efforts to achieve waste reduction by means of environmentally friendly methods wherever possible. In this regard the proposal of the East Wicklow Management Strategy for Civic Amenity site in Wicklow will be progressed. This site will act as a disposal point for household refuse not part of the normal weekly collection and allow for greater recycling opportunities. It will act as collection point for bottles, cans, waste paper, textiles, waste oil, etc. recovery. The recycling of green waste will also be considered.

The Land Use Survey and analysis adopted for the purpose of the Wicklow Town and Environs Development Plan takes a different form from that set out in the Departments Guidelines. The form of the latter was considered to be too detailed and generally unsuitable for a town the size of Wicklow.

### 8.1 General Approach.

The general approach taken was to compare the existing land use with the existing zoning. Having produced this survey future changes in land use are then estimated. These future land use changes which determine the new zoning arise from a number of sources as follows:

- i. The need to revise existing zoning to take into account recent land use changes which do not conform to existing zoning
- ii. The need to take into account existing commitments, e.g. outstanding permissions or firm intentions of the local authority to develop a particular site.
- iii. Requirements for new development land based on future population increase, housing need, open space needs, etc.
- iv. Demands/requests by private landowners to have their property re-zoned from one use to another.

Based on these four criteria, the existing zoning map is amended. The overall goals of the zoning objectives are:

- (a) To rationalise changes and commitments which have taken place recently.
- (b) To make provision for future requirements.
- (c) To meet demands, if possible, and if in conformity with good planning.

The overall objective of land use zoning is to ensure that services are provided economically, residential and recreational amenity is preserved, the environment is protected where necessary, future development is orderly and sufficient land is zoned to meet projected requirements.

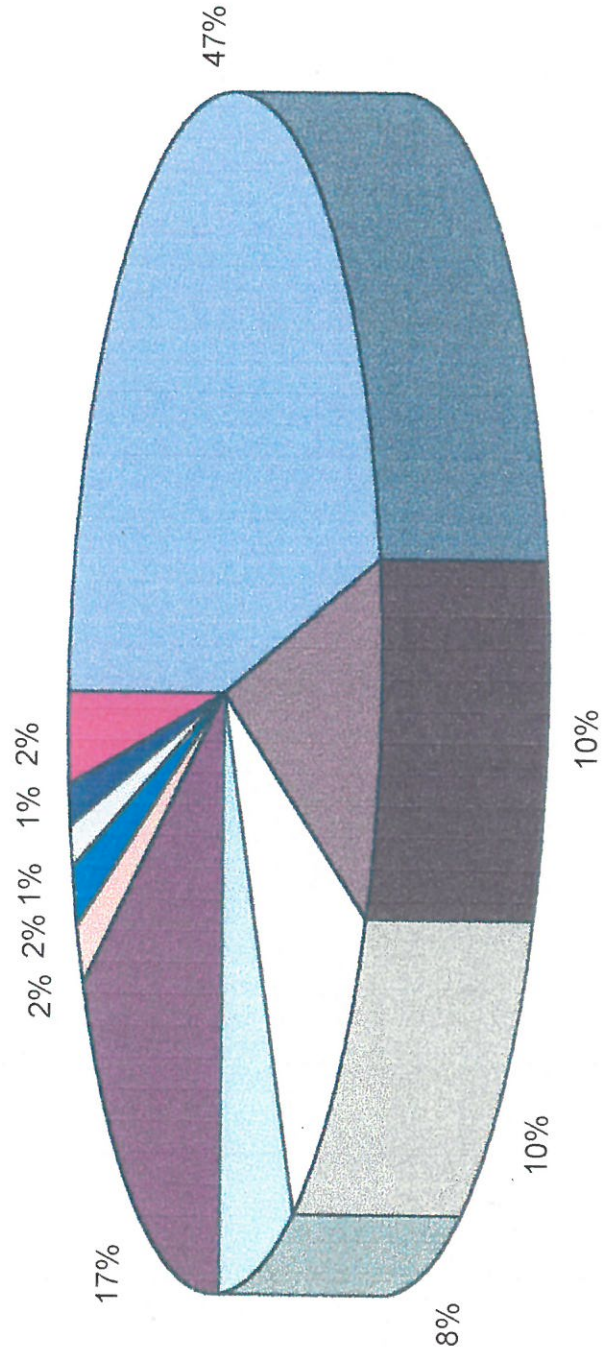
## 8.2 Existing Land Use

A survey of existing land use was carried out and this is summarised in Table 8.2.a) below

Table 8.2.a) Existing Land Use.

CATEGORY	AREA IN HECTARES	COMMENTS
Residential	142	95% completed new zoning would be required as all previous commitments have been achieved.
Public/ Community	30.3	Developed - Room for expansion of community facilities as Town grows
Open space: Private	32	Undeveloped extra areas needed for public facilities.
Public	24	
Agriculture	53	Increasing pressure to re-zone portion of this for mixed development
Port	5.6	Developed - scope for redevelopment of some or all of this.
Town Centre	5	Developed - scope for redevelopment
Office/ Residential	3.2	Developed - scope for more intense development
Commercial	4.0	Developed - scope for more development
Industrial	7.3	Developed room for further expansion.
Total area of Town		= 327 Hectares
Total area of Zoning		= 306.4 Hectares

## Existing Land Use



### 8.3 Existing Land Use Survey

The existing land use survey corresponds with the existing zoning. Any zoning changes which would have occurred during the 1987 to present period have been regularised by zoning changes under the relevant Planning Acts. Therefore there are no zoning inconsistencies within the Urban District at present.

### 8.4 Existing Current Commitments.

There are a number of outstanding commitments which are still available for completion. Most of the commitments listed in the 1987 Development Plan have been completed at this stage. Any outstanding permissions are listed in Table 8.4.a) below.

Table 8.4.a) Existing Current Commitments

REF.NO	NAME & ADDRESS	NO. UNITS	COMMENTS
2057/96	Wavedale Ltd., Limerick	46	Current
2043/95	Robert Dunne, Wicklow Hgths	32	Current
2028/95	F. Finlayson, South Quay	19 Apt U/R	Current
2027/95	S. O'Neill	14 Apt U/R	Current
2013/95	Marlton Homes, South Quay	4 Apt U/R	
1992/95	John Flood, South Quay	6 Apt U/R	
1929/94	A. O'Sullivan, Bollarney Sth	53	
1919/94	Pinehurst Invs. Rose Hill	15	50% Complete
1904/94	Pinehurst Invs. Rose Hill	74	50% Complete
1903/94	Marlton Construction	15	50% Complete
1889/93	J.R. Murphy, North Quay	18 Apt U/R	20 Complete
1850/93	B Frormann 1-2 Wentworth Pl.	16	
1830/93	S.V.Delahunt St Patricks Rd	8	
1807/92	John Dowling, Ball Alley	4	

U/R Indicates Apartments in Urban Renewal Area

On the outset the information contained in Table 8.4.1 would indicate that existing commitments would satisfy most of the housing requirements for the life of this plan i.e. approx 264 units, within the Urban area. Two important points should be taken into consideration in this regard given that zoning changes will be required which will be dealt with in later paragraphs:

- i. The fact that a substantial proportion of the commitments are small apartment blocks and town houses within the town centre which should not be considered as family type units.



- ii. The fact that a substantial proportion of the existing permissions may be completed in part or in full by the time of adoption of this plan.

#### **8.5 Land Use Requirements.**

In terms of Land Use Requirements for the next five years as they have emerged from the survey and analysis, it would appear that most of the existing commitments will be developed within the five year period. In this regard further land re-zoning will be required in particular for residential purposes.

It is envisaged that intermediate (i.e. 10 year) and long term (i.e. 30 year) land requirements be met by developing the Environs of the Town, together with the remaining tract of land within the Urban area which will therefore come under pressure for mixed development. This tract of land which is the subject of a request for re-zoning and which will become an action area for the purposes of this plan.

#### **8.6 Zoning Changes - Requests and Alterations.**

Aside from formal planning applications the Urban District Council occasionally receive requests or enquiries in relation to zoning changes. Those usually emanate from land holders of agricultural or open space land. The land in question is normally requested for the purposes of residential development.

Based on all the aforementioned information the final 1996 zoning maps have been adopted. The Council accept that this complete area will come under pressure for development in the short term (3 years). In this regard the overall zoning/objectives maps, including the action area plan has been formulated in order to prevent fragmented development.



**Table 8.6.a) Zoning Changes - Requests and Alterations  
Agreed or Rejected (For Information only.)**

Existing Use	Proposed Use	Owner and Location	Area Hectares	Outcome
Agricultural	Residential/ Amentiy	Greenhill Rd Convent Lands	35.5	Agreed Agreed
Agricultural	Residential/ Amentiy	Greenhill Rd Wicklow U.D.C.	3.4	Agreed Agreed
Agricultural	Residential	Ballyguile Rd	2.8	Agreed
Office/ Residential	Town Centre	Various	0.72	Agreed
Port	Port/ Industrial/ Commercial/ Residential.	Wire Ropes/ Felix Byrne	0.79	Agreed Agreed Agreed Rejected
Port	Town Centre/ Port	Various/ South Quay	0.10	Agreed Agreed
Port	Town Centre/ Port	Various/ South Quay	0.10	Agreed Agreed
Port	Town Centre/ Port	Various/ South Quay	0.27	Agreed Agreed
Port	Port/ Industrial/ Commercial.	Various/ South Quay	0.35	Agreed Agreed Agreed
Office/ Residential	Town Centre	Various/ Church St.	0.78	Agreed
Residential/ Port/ Commercial	Town Centre	Various/ Market St.	0.56	Agreed
Industrial	Residential/ Commercial/  Industrial.	Esmonde The Murrough	0.16	Rejected Agreed  Agreed

8.7 ZONING OBJECTIVES.

- Z. 1 Preserve and improve residential amenity and complete existing commitments.
- Z. 2 Provide for Residential Development at a density of not more than six to an acre.
- Z. 3 Preserve and improve Community Facilities.
- Z. 4 Preserve and improve Industrial Facilities.
- Z. 5 Provide for Industrial Development.
- Z. 6 Preserve and improve Recreational Open Space.
- Z. 7 Provide for Agricultural Development.
- Z. 8 Preserve and improve Commercial Development.
- Z. 9 Provide for Port related Development.
- Z.10 Provide for Port and Town centre Development
- Z.11 Preserve open space. Preserve and improve Riverside and Coastal Amenity.
- Z.12 Preserve and improve private recreational open spaces. Preserve Views and Walks.
- Z.13 Preserve and improve Town Centre Development.
- Z.14 Provide for Office/Residential Development.
- Z.15 Preserve and improve open space. Develop for public use.
- Z.16 Preserve and improve private Sports Facilities.
- Z.17 Preserve and improve Residential Amenity. Office residential activities may be allowed.
- Z.18 Provide Community Facility - Fire Station.
- Z.19 Preserve and improve public open park.
- Z.20 Preserve Woodland area. Replant with native species
- Z.21 Preserve and improve Scenic Car Parks.
- Z.22 Provide for Commercial Industrial Development.
- Z.23 Provide for Port/Industrial/Commercial Development

**9.1. GENERAL**

Under Section 26 of the 1963 Act the Planning Authority is required to control development by ensuring that permissions granted under the Acts are consistent with the proper planning and development of the area, having regard to the policies and objectives of the Development Plan. Chapter 9 of this Plan is concerned with the operation of appropriate standards in Wicklow. The Plan provides for the flexible application of prescribed standards and controls in special circumstances where a proposed development is otherwise consistent with sound planning and development principles and the preservation and improvement of amenities.

**9.1.1. EFFECTS OF AREAS OUTSIDE URBAN DISTRICT**

Where appropriate, the Planning Authority will have regard to:-

- (i) the probable effect of their decision on an application on any place outside their functional area, and,
- (ii) any other consideration relating to development outside their area.

**9.1.2. DEMOLITION/CHANGE OF USE - HOUSES**

The Local Government (Planning & Development) (Exempted Development & Amendment) Regulations, 1984, (superseding certain provisions of the Housing Act, 1969) require that permission be obtained for the demolition of a dwelling or part of a dwelling or the change of use of a dwelling, or part, to uses other than residential use.

#### **9.1.3. SUB-DIVISION - HOUSES**

Section 3 of the 1963 Act defines the use as two or more dwellings of any structure (a house, part of a house, a flat or bed/sittingroom) previously used as a single dwelling, as a material change of use of the structure and as such is a development requiring permission under Section 24 of the Act. The Council will not normally allow the splitting of houses within residential areas.

#### **9.1.4. INTEREST IN LAND**

An applicant for permission must have sufficient estate or interest in the relevant land to enable him to carry out the proposed development.

#### **9.1.5. NON CONFORMING USE**

Some uses exist in locations where they do not conform with the Use Zoning Objectives of this Plan. Where extension to or improvements of premises accommodating these uses are proposed, each shall be considered on its merits and permission may be granted where the proposed development does not adversely affect the amenities of premises in the vicinity, generally complies with the particular use zoning objective, and does not prejudice the proper planning and development of the area. The Planning Authority is especially conscious of the possible adverse effects of industrial and commercial development in too close proximity to, or in juxtaposition with dwellings.

### **9.2. SITE DEVELOPMENT STANDARDS**

#### **9.2.1. GENERAL**

Density measures the relationship between buildings and persons and surrounding space. High quality environment is possible over a wide range of densities. Too low densities waste urban land. Over-development can adversely affect adjoining amenities, generate more traffic than the roads can accommodate, reduce private open space and raise sunlight, daylight, air and ventilation problems.

### 9.3. RESIDENTIAL STANDARDS

#### 9.3.1. NEW HOUSING DEVELOPMENT:

Where land is being developed for housing the following considerations will apply:

- (a) The need for land to be used economically.
- (b) The capacity of the infrastructure to cater for future population.
- (c) The adequacy of present and future community facilities.
- (d) Suitable density.
- (e) Adequate privacy for individual houses, flats, etc.
- (f) The safety of proposed layouts and the capacity of existing roads to absorb further traffic.
- (g) Adequate provision for car parking, open space, landscaping and planting.
- (h) Integration with existing development and the preservation of attractive features on site.
- (i) The setting out of each individual house to achieve a minimum distance of 1.2m between the building and its boundary on either side.

#### 9.3.2. RESIDENTIAL DENSITIES

Where apartments/flats are considered suitable the following maximum densities shall apply: - Two storey development 24 per acre; Three storey development 30 per acre; Four storey or higher 34 per acre. The following maximum densities shall apply in areas where no specific densities are detailed in the development plan: - Eight per acre for semi-detached or detached dwellings and twelve per acre for terraced dwellings. Higher densities may be permitted where the development is of an exceptional quality of design and finish, generous in open space provision and allows for the retention of trees and other features.

#### **9.3.3. HOUSING LAYOUTS**

Studies of road accidents on residential roads show that those most at risk are children in the proximity of their own homes. Two of the main causes of accidents are high vehicle speeds on residential roads and the unexpected emergence of children from behind parked vehicles. Long, straight roads which tend to encourage undue speed should be avoided in design. Where these are unavoidable, housing should face short loops or cul-de-sac off them. For environmental and safety reasons housing should not normally front directly onto major roads. Kerbside parking should also be avoided; resident parking should be provided either within the curtilage or in group parking schemes. Visitor parking should be provided in conveniently located groups. Such group parking schemes must be adequately landscaped or differentiated to minimise the visual impact of extensive paved areas. As a norm one car space per dwelling unit, plus visitor car parking at the rate of one space for every four dwellings, will be required.

#### **9.3.4. AMENITY OPEN SPACE**

Developers will be required to reserve a minimum of 10% of the area of a proposed housing development site as amenity open space. Where the development proposal is such that the open space provision, by reason of its shape, location or size, does not lend itself to use as beneficial open space the developer will be required to make a payment to the Planning Authority as an alternative to providing the open space. This payment will be related to the density, the value of the land and the cost of the development of the open space. The developer will be required to pay the charge in such a manner as the Planning authority may direct and before work on the site commences. The provision of the beneficial open space will then become the responsibility of the Planning Authority and will be made in relation to the needs of the community as a whole.

#### **9.3.5. RECREATIONAL OPEN SPACE**

A Standard of 2 hectares per 1000 population will be used for the provision of recreational open space. This is additional to the 10% amenity open space attached to individual housing estates.

#### 9.3.6. GENERAL

A comprehensive site survey indicating all existing site features, walls, hedges trees, buildings, water courses , etc. will be required for submission with applications for housing estates. Developers will be expected to integrate the most attractive features into the design. As with landscaping, this will usually improve the quality of development and is thus in the developer's own interest. In the development of private building estates, roads and services are to be provided in advance of house construction. Developers will be required to give security to the Council in the form of a cash deposit to ensure their satisfactory completion and maintenance until the roads, open spaces, car parks, sewers and watermains are taken in charge by the Council. In the case of large developments, provision of roads and services may be phased with the approval of the Council. In the case of large housing estates, adjoining railway lines, the applicant shall consult with Coras Iompair Eireann on their requirements. The design and layout of services and roads, including footpaths and public lighting, requires the approval of the Council. All services, including E.S.B. public lighting cables, telephone and television ducts, are to be provided underground in new developments.

#### 9.3.7. CONTRIBUTIONS

Conditions will be imposed in permissions requiring developers to contribute towards the cost of the provision of sanitary services, roads, car parks, open space or other works or amenities which facilitate their schemes.

#### 9.3.8. INFILL HOUSING

In areas other than new development areas the Council will encourage single replacement housing units and small pockets of infill housing. To off set the physical disadvantages of small sites, some relaxation of standards and contributions may be allowed. Infill housing should reflect the existing character of the street by paying attention to the proportion, height, massing, and materials of surrounding building. They should also maintain existing building lines, roof pitches and heights and window and other details.



### 9.3.9. ALTERATIONS TO DWELLINGS

Applications for alterations and extensions to private houses have to be considered individually and it is not possible to lay down general rules for them. There is a great variety of existing housing in Wicklow which precludes omnibus advice. It will however be advantageous if applicants would pay special attention to the following points:

- (i) Extensions which would obstruct the view from a neighbour's window, or overshadow windows, yards or gardens and new windows in blank walls which reduce a neighbour's privacy should be avoided.
- (ii) The pattern of the existing building should be followed as closely as possible.
- (iii) It is essential to integrate the extension with the existing building by using similar finishes and similar fenestrations.
- (iv) A more satisfactory external appearance will usually be achieved in the case of single-storey extension to the side of a house by setting it back at least 150mm behind the front wall of the original building.
- (v) Traditional ridged roofs are likely to cause fewer maintenance problems than flat ones. It is difficult to obtain a satisfactory external appearance with flat roofs, particularly on two or three storey buildings and a ridged roof will usually be required in such circumstances.
- (vi) In general dormer extension should not be such as to obscure the main features of the existing roof, i.e. they should not break the ridge or eaves lines of the roof. Front dormers should normally be set back at least three tile courses from the eaves line and should be clad in a material matching the original. If matching materials are no longer available the same effect can be achieved by removing part of the original roof cladding from a less conspicuous part of the roof and using it in the new work.

- (vii) For safety reasons, drive-ways should:-
- (a) have a vehicular entrance not wider than 3 metres.
  - (b) have an area of hard standing (parking space) 2.5 metres x 5 metres.
  - (c) not have outward opening gates.
- (viii) Much better visual effects can be achieved if neighbours who intend to construct drive-ways get together and agree on a similar type of layout and boundary wall treatment. Where adjoining householders intend to construct drive-ways, a more efficient use of garden space can be achieved by the use of a shared vehicular entrance to serve both. Alterations to the public footpath, which are required, will be carried out by the Council at the applicant's expense.

#### 9.3.10 HOUSE CONVERSION TO FLATS

Houses suited for family accommodation may not be converted to flats. However, the sub-division of larger houses, housing above business premises and housing on the busier traffic routes, may be permitted. Permission to convert to flats will not normally be granted unless the average size of unit is 30 sq. metres or more. At least one bathroom and toilet will be required for every two adults, or for every floor of a house, together with kitchen facilities, if not provided separately within each unit. One parking space should be provided per unit insofar as this is physically practicable.

#### 9.3.11. HOUSE CONVERSIONS TO OTHER USES

Conversions of houses to other uses will not usually be permitted. Exceptions to this may be made in the case of houses fronting busy streets, houses in the immediate vicinity of major industrial and/commercial developments, and listed building, to defray costs of their preservation to high architectural standards.

## **9.4 DESIGN CONSIDERATIONS**

### **9.4.1. GENERAL**

The visual aspects of a proposed development will be examined with special regard to whether a free standing building or an infill of part of a street facade is proposed. Where development is proposed in part of a terrace, recognition of horizontal features, such as parapets, eaves and cornice lines, lines of window heads, string courses, etc., must feature in the design. Where windows or other existing elevational features have established a vertical emphasis on the facade, this should be recognised in the new development.

Generally materials must be matched and the design of existing boundary walls, railings, etc., reflected in the new development. Most stringent requirements will arise where an adjoining building has a special architectural quality.

The planning authority will require that consideration be given to the needs of the disabled in the design and layout of buildings. In particular in the case of buildings intended for public use the planning authority will require that these buildings be designed generally in accordance with "Access for the Disabled" published by the National Rehabilitation Board.

### **9.4.2. SHOPPING CENTRES**

In preparing schemes for a Shopping Development applicants should comply with the following criteria:-

- (i) High design standard;
- (ii) Adequate off-street parking and loading space;
- (iii) Proper provision for pedestrian circulation;
- (iv) Provision for street furniture (phones, litter boxes, seats, etc.);
- (v) Provision of public facilities (e.g. toilets, creche, clinic);

- (vi) Satisfactory tenant mix;
- (vii) Some residential and residential service trades (e.g. doctor, dentist, shoemaker);
- (viii) Properly sited services area (e.g. refuse collection);
- (ix) Utilities (E.S.B. transformer station) areas;
- (x) Hard and soft landscaping, including the retention of existing trees.

#### 9.4.3. INDUSTRY

New industrial developments should comply with the following main criteria:-

- (i) Adequate off-street car parking and loading areas;
- (ii) High standard of architectural design of buildings, walls, hard and soft landscaped areas, restrained advertising;
- (iii) where the width of the adjoining public road carriageway is less than 9m, the width of each vehicular access opening to factories and similar premises (other than petrol stations) may, subject to planning permission, be increased to 9m provided they are suitably located with respect to road junctions or to similar openings in adjoining premises. Generally the building line must be at least 9m from the road boundary. A main access road likely to be used as a bus route must have a minimum width of 16m comprising a 9m carriageway and two 2m wide footpaths and two 1.5m wide grass margins. All side roads, including cul-de-sacs, should have a minimum width of 14m. comprising a 7.3m wide carriageway and two 1.85m wide footpaths and two 1.5m wide grass margins.

#### 9.4.4. PETROL STATIONS

A road frontage of not less than 21.5m is required for a new petrol station. The frontage must be kept clear of any structures (apart from a boundary fence) for a depth of not less than 4.5m from the street boundary of the site. No pump, hose pipe or other service may be situated less than 4.5m from the street boundary of the site, nor may it be adapted to serve a vehicle standing on the public street. Where the petrol pumps and other services are sited not less than 9m from the street boundary of the site the street frontage of the station may be reduced to 12m. The station should have not more than two vehicular openings onto a street. The width of each opening may not exceed 7.5m. The street boundary of the station shall be defined, except at openings, by a wall or railing to a height of not less than 0.50 over the level of the adjoining street. Where the street width is greater than 15m a vehicle entrance or exit shall not be sited nearer to a road junction than 33.5m, in the case of a junction with a street 15m in width or over, or 23m in the case of a junction with a street of between 7.5m and 15m in width. Where the street width is less than 15m a vehicle entrance or exit shall not be sited nearer to a road junction than 23m in the case of a junction with another street 7.5m in width or over. Where the junction occurs on the opposite side of the street from the petrol station site, no vehicle entrance or exit may be sited nearer than 23m to the junction where the width of the intersecting street exceeds 7.5m. Where the street is of a dual carriageway type, no break in the central strip shall be permitted under any circumstances to serve the petrol station. Canopies and other overhead structures should be in scale with surrounding buildings.

Applicants are advised to consult the Fire Officer in relation to installations for the storage and distribution of dangerous substances.

#### 9.4.5. BUILDING HEIGHT CONTROL

A high building is defined as one which is significantly higher than neighbouring or nearby buildings. In deciding an application for a high building, the following criteria will be considered:-

- (i) The degree of overshadowing and consequent loss of light caused to surrounding property.
- (ii) The degree of overlooking (particularly of residential property) and consequent loss of privacy to surrounding premises.
- (iii) The extent to which there is a disruption of the scale of an existing streetscape.
- (iv) The extent to which the building detracts from the structures or spaces of architectural or historic importance.
- (v) The extent to which the building detracts from important landmarks.
- (vi) The detrimental effect on any existing building having special visual identity (e.g. a spire, a dome, a tower or other high buildings).
- (vii) Any attractive view from significant vantage points that would be obscured by the building.
- (viii) The degree of obtrusion of the building on the skyline.
- (ix) The scale of the building in relation to surrounding open space, together with the effects of the building on the quality of the space.
- (x) The area of the site, and whether it is sufficiently large to provide a visual transition (by way of open space or a base of lower buildings) from the scale of surrounding development.
- (xi) The visual relationship of the building to existing or proposed open areas.
- (xii) Whether the purpose or civic importance of the building would justify its prominence.
- (xiii) Whether the building may be used as the site for any advertising structure and the possible effect of such a structure on the amenity and environmental quality of the adjoining area. (An advertisement will generally only be permitted on a high building if it is accepted that it forms part of the design of the building or is complimentary to the design of the building and is otherwise compatible with the use zoning regulations).



#### 9.4.6. BUILDING LINES

New development may not be carried out in front of an existing building or sites where it would conflict with a building line established by the Council. A building line is determined by the form of development proposed and its relationship to any existing development. In residential areas the general building line for new dwelling houses shall not be less than 7.6m from the road boundary. In industrial areas the general building line shall not be less than 13m composed of a 1.8m landscaped strip on the frontage, a 5m deep parking bay, and a 6m circulation lane. This requirement may be varied up or down in special circumstances (e.g. in the case of a site with a curved or irregular frontage, or in the case of a site with more than one road frontage). Substantial rear building lines may be specified where a new industrial development is proposed backing onto existing or proposed residential developments. In some instances, especially in new large scale residential developments, a greater or lesser building line may be accepted or required as part of the overall design and layout where it would add interest and variety and constitute a desirable design feature without creating a traffic hazard or creating a possible noise nuisance to residents. Such variations will be considered on their merits, subject to an absolute minimum building line of 6m to provide for a drive-in space for a car where such is provided in front of the building line. Where road gradients exceed 3%, near junctions, interchanges, traffic lights, or where the road is elevated or other abnormal conditions occur, building lines in excess of the above standards may be required.

#### 9.4.7 ADVERTISEMENTS

With regard to applications for advertisements, the Planning Authority's primary concern will be the protection of amenities. The Council is opposed in principle to advertisements in residential areas, or on or near buildings of architectural or historical importance, in open spaces, near the river and coast and to internally illuminated plastic signs. Well designed commercial signs add colour and interest to shopping and commercial areas. Control should be exercised to avoid clutter. The number of signs attached to a building in such areas will be limited.



No sign should be obtrusive or out of scale with building facade. It should be of clean line and well related to features of buildings, such as fenestration, cornices, string courses, etc. Signs which project above the level of a building parapet or obtrude on the skyline (i.e. sky signs) will not be permitted.

#### 9.4.8 TREES

The value of mature trees in any development and the importance of preservation will be a prime consideration in the determination of applications for sites containing trees of amenity value. Identification of trees for preservation, the precautions to be observed, and the methods to be used in protecting them is the concern of this section of the Plan. Where it is necessary to remove trees to facilitate essential development, the Council will require the planting of semi-mature trees as conditions of any planning permission. Where development is proposed in existing landscapes of which mature trees are a feature, a proper tree survey shall be submitted with the plans lodged for permission. This survey should show the location and type of all trees 3 metres in height or more. It should give the girth of the tree, the spread, the height and the species, together with a report from a competent Tree Specialist as to the condition of the trees. Trees which have been identified as being suitable for preservation at the planning stage shall be marked on the approved plans and protected by the erection of a 1.5m high railing or fence around the area at the drip line (or at such other area as may be agreed with the Council). Where mature trees or groups of trees within a proposed development have been identified as being suitable for preservation, the design shall be such that no development shall be within 7m of the trees proposed to be retained. This is a general requirement which may be increased or decreased subject to considerations of the height and spread and species of the trees involved. The plans should distinguish clearly which trees are to be retained, which are to be topped or lopped, which are to be felled, together with any additional planting proposed. Applicants and developers are referred to the manual "Trees on Development Sites" published by An Foras Forbartha. The Planning Authority may, by condition, require new buildings to be kept at a tree falling distance from varieties being retained.

## 9.5 ROADS AND SERVICES

### 9.5.1. GENERAL

The standards required by the Council for carriageways, gradients, footpaths, junctions, road drainage, sight lines, boundary walls, vehicular accesses, service roads, lay-bys, pedestrian ways, screen walls, open space treatments, public lighting, water supply, drainage and underground services, street furniture, etc., may be ascertained by direct enquiry at the Council's offices. The standards set out in "Geometric Design Guidelines RT 180" (An Foras Forbartha 1977) will form the basis of the Council's road requirements. A road width of between 5.5 metres and 7.3 metres will normally be required for all local access roads in housing developments. Normally two 2 metre wide footpaths must be provided. "Recommendations for Site Development Works for Housing areas" published by An Foras Forbartha in 1974 shall apply to all residential developments. Development which responds to the advice contained in Design Bulletin 32 ("Residential Roads and Footpaths") published by the Department of the Environment and the Department of Transport HMSO 1977 will be encouraged. Other than in respect of access roads, to which Design Bulletin 32 above refers, the advice contained in "Roads in Urban Areas" (HMSO 1966) shall apply. The material widening of a means of access from a public road requires planning permission, provided the road pavement width is 4 metres or more.

### 9.5.2. PARKING/COMMERCIAL PARKING.

The standards set out in Table 9.5.2(a) shall apply to all new development, be it new construction or additions, or material changes in use of existing buildings. As the unloading of service vehicles at shops and other commercial premises causes obstruction to other road users, it is essential that parking and service space for development is provided within the curtilage of the premises. In built up commercial areas at least 25% of the sites shall be left without covered structures for the purposes of off-loading, circulation and temporary refuse storage. Fuel servicing points shall be sited so that vehicles need not stand on the public thoroughfare or on the public footpaths during unloading.

Where parking is permitted in sight of the general public, adequate landscaping must be provided to soften the appearance of parking areas. When considering applications for parking space in front of existing premises, the Planning Authority will have regard to the desirability of retaining existing boundary walls or railings, and retaining some green or planted areas between the street and building line. In commercial areas provision of parking at the rear of the development is desirable where preservation of the street-scape determines it.

TABLE 9.5.2.a)  
CAR PARKING STANDARDS

LAND USE	UNIT NET AREA	PARKING SPACES/UNIT
Auditorium, Theatre, Cinema, Station	Seat	0.33
Church	Seat	0.33
Bank	92.9 sq. m.	5.00
Nursing Home	Per Bed	0.33 (Min. 3 spaces)
Offices	92.9 sq. m.	4.00
Shopping Centres, Retail Stores	92.9 sq. m.	6.00
Individual Shops	100 sq. m.	4.00
Bowling Alley	Lane	4.00
College Vocational Schools	1 Student Seat	.50
Schools	Per Class Room	1.00
Houses and Flats	Per Unit	1.25
Boarding Houses	Per Bed	1.00
Hospital	Per Bed	1.50
Hotel, Motel, Motor Inn, etc. (excluding function rooms, bars, etc.)	Bedroom	1.00
Manufacturing	92.9 sq. m.	3.00
Warehousing	92.9 sq. m.	2.00
Ballroom, Private Dance Clubs	9.29 sq. m. (dance, floor/ sitting out)	2.00
Restaurant	9.29 sq. m.	1.00
Bars, Lounges, Function Rooms	7.4 sq. m. net retail floor area	1.00
Playing Fields	Per Pitch	15.00

In implementing the above standards, however, the Council will reserve the right to alter the requirements having regard to each particular development.

**(i) Required Dimensions**

Car Parking Bay	-	5m x 2.5m (16 ft. x 8 ft.) (end-on parking) 6m x 2.5m (20 ft. x 8ft.) (parallel to kerb)
Loading Bay	-	6m x 3 m (20 ft. x 10 ft.)
Circulation Aisles	-	6m in width (20 feet)

**(ii) Other requirements**

Where the provision of car parking is required by the Plan in relation to a development such provision may be met by providing the required spaces within the development, or where the Council requires, by a contribution in accordance with the powers contained in the Local Government (Planning and Development) Act, 1963.

Where car parking bays are being provided by the developer it will be necessary for the bays and aisles to be marked out with lines 100 mm wide in a durable material and to the required dimensions as stated above, in accordance with the recommendations set out in RT 181 published by An Foras Forbartha. It will be necessary to provide all car parks with durable permanent surface.

**(iii) Loading Bays**

Each new premises proposed for office, commercial or industrial use must include within the curtilage of the building one or more loading bays of a size adequate to cater for its specific needs and the requirements of the type of vehicle serving the premises. The location of these loading bays must be such as not to obstruct the circulation of vehicles on the site involved or other required parking spaces.

#### 9.5.3. ENGINEERING UTILITIES

The Planning Authority will provide sanitary services to facilitate the development of appropriate zoned lands. It should not be assumed that because an area is indicated for development that applicants will automatically receive permission because they apparently comply with zoning objectives. The introduction of drainage of new areas will be on a strictly phased basis and until such time as services are available in an area, the Planning Authority may refuse permission on prematurity grounds. Applicants are advised to consult with the Council in advance in regard to the availability of services in areas where there is some doubt about the position. Developers will be required to provide separate surface water drains and storm drains where separate systems of sewerage are available or are intended to be made available in the future. Development will not be permitted on lands which, in the opinion of the Council, are liable to flooding.

#### 9.5.4. SEPTIC TANKS

In exceptional circumstances, where no piped public sewage facilities are available, or are unlikely to be available within a reasonable time, the Planning Authority may permit the use of septic tanks or other treatment works provided the development is of a suitable character and density to be so serviced without creating a health hazard or nuisance. In deciding such applications the Planning Authority will have regard to the advice of the Eastern Health Board. Septic tank installations, where permitted, shall generally conform with the advice contained in the Report: SR6: "Recommendations for Septic Tank Drainage Systems" published in 1991 by Eolas. Invariably consents would be conditional on the applicant connecting, at his own sole expense, to the public main drainage system whenever it is extended to the site. Consents will also be subject to a financial contribution under Section 26 towards the cost of future public sewerage facilities which will facilitate the development, notwithstanding the use of septic tanks or other drainage works in the interim.

#### **9.5.5. INDUSTRIAL EFFLUENTS**

In the case of industrial effluents, developers and property owners will be required to ensure that effluent discharged has a Biochemical Oxygen Demand (B.O.D.) not in excess of that of domestic sewage and that the Solids in Suspension (S.S.) do not exceed 400 parts per million. Attention is drawn to the Local Government (Water Pollution) Acts, 1977 and 1990, and in particular the licensing provisions contained therein.

#### **9.6 GENERAL ARCHAEOLOGICAL POLICY**

It is the policy of the Local Authority to facilitate public access to the National Monuments in State care and Local Authority ownership within the town.

It is the policy of the Local Authority to preserve and maintain the known existing archaeological monuments within the town (i.e. "The Recorded Monuments"). The integrity of the setting of archaeological sites should be safeguarded.



### 10.1 History

This area of the town is the last major area of green belt land within the town boundary. The land has been used over the last number of years for agricultural purposes - crops and livestock.

Some housing (low density) has been built on lands which were formerly included in this area. Over the past number of years development has slowly crept up to and around these lands. The Council as part of their 1996 Housing Programme has commenced development to its land on the northern boundary of this site.

### 10.2 Natural Environment.

The land consists of 97.798 acres of good quality agricultural land. This is subdivided by hedgerows with a watercourse on the southern most boundary. There is no significant mature woodland, although there are a number of small areas of brush and scrub. The area is bounded by a variety of development and the following considerations will affect the future development of this site:

1. The lands are bounded on the east side by the Old Dunbur Road. This Road which is approximately 1100m long is a tarmac roadway for 50% of its length.
2. The western boundary is bounded by the Greenhill Road.
3. There are three playing fields on the northern most part of these lands.
4. There is a water storage tank on these lands serving the immediate area.
5. The public scenic car park off the Greenhill Road will need to be preserved.

### 10.3 Topography

The area is located to the southern end of the town. It rises from around 45m (road level at Dunbur Road) to 118m at its highest point.

The gradients on the site vary - at its worst it is approximately 1:6 improving to 1:20 on the southern most aspect. In considering development the following criteria may apply:

- 1:20 or greater  
No real constraint on development. Suitable for medium - high densities of maximum 6 per acre or as useable open space.
- 1:10 - 1:20  
Development becomes more difficult.
- 1:10  
Development becomes more difficult - low densities only would be suitable. Development of playing facilities would become very difficult.

Proposals for these areas are shown on the attached action area map.

#### 10.4 Vegetation.

The principal present use of the area is of cereal crops and grassland area. There are no significant hedgerows or natural woodland areas within this site. There are very few mature trees in this area. Any mature trees which are in the area should be preserved and designed into the new landscape.

#### 10.5 Public Open Space.

In recent years the development of Urban fringes has been characterised by the designation of ever larger open spaces. In addition to developed open space, there are a number of other areas where open space is generated in new Urban areas as follows:

Footpath margins,  
Road alignment,  
Sight lines,  
Reserved sites for future development, etc.

The aggregate of all these factors leads to suburban developments with extensive areas of open space. Past experience from developing Urban areas suggests an emphasis both on the retention of natural features with open space layouts and an extensive mass planting of native woodland species to provide a new ecologically diverse landscape framework for park - open space facilities.

In addition to the above other points will also be considered:

- The provision of Playing Fields.
- Buffer areas of planting between residential areas.
- Some of the steeper ground may not have development potential
- The building line should be set back ten meters from the road.
- Large woodland areas planted with native species.
- Wayleave for services, watermain, E.S.B. ducts etc.

#### 10.6 Visual Aspects

A number of visual considerations will affect proposals for the site as follows:

- The rising nature of the site renders the area visible from most areas of the town.
- Open space areas to be planted with semi-mature species to give a planted backdrop.

In conjunction with the topography context, vegetation and open space requirements, the visual aspects will play a role in formulating an open space policy and helping to define the boundaries and nature of the development proposed for the area.

## 10.7

**ZONING OBJECTIVES:-** Convent/U.D.C. Lands  
Action Area Plan

- A. Z. 1

10.8

SPECIFIC OBJECTIVES:- Convent/U.D.C. Land  
Action Area Plan.

- S.O. 1**

11.1.1 Scope of The Plan

In July 1994 the Minister for Housing and Urban Renewal announced the designation of two areas within the Urban District of Wicklow Town, where financial incentives could be used to encourage Development or Refurbishment as outlined in the Urban Renewal Act 1986 and the Finance Act of 1987.

11.1.2 Urban Renewal Objectives

In the mid 1980's the movement of both public and private development away from Urban centres left decline and dereliction in the core of towns and cities across the county. In order to address the problem the Urban Renewal Act of 1986 was formulated and subsequently extended by the finance Acts of 1988 and 1994.

Through the provision of these Acts, tax incentives may be used to stimulate property development and refurbishment within a designated area. The financial incentives in the form of tax allowances and rates remissions, are made available to owners, investors and developers of various types of property.

The programme is intended to be a joint venture between the State which provides the financial incentives, the local authority who promote the scheme and the private sector which makes the necessary investment and carries out the work.

The 1994 Urban Renewal Programme under which Wicklow town has been designated commenced on 1st August, 1994. This scheme will operate for a three-year period during which time the incentives will be available to those who wish to invest in the development/refurbishment within the area.

The normal planning process prevails and application for permission must be submitted in accordance with the Planning Acts before development and/or refurbishment begins. Similarly all building regulations must be complied with.

## **11.2 OUTLINE OF TAX RELIEFS**

### **11.2.1 Tax Relief for Business Occupation.**

#### **(i) Industrial Buildings Capital Allowances.**

Accelerated capital allowances are available in respect of capital expenditure incurred on the construction or refurbishment of certain industrial buildings (e.g. factories) in the designated area.

The allowances consist of an initial allowance (available to both owners-occupiers and lessors) of 25% and accelerated annual allowances (i.e. free depreciation is available to owner-occupiers only) of up to 50%. Where initial allowances is claimed there is no entitlement to free depreciation.

The normal industrial buildings capital allowances of 4% per annum will be available in respect of the balance of capital expenditure.

#### **(ii) Commercial Buildings Capital Allowances**

Capital allowances are available in respect of capital expenditure incurred on the construction or refurbishment of most commercial buildings in designated areas. Office premises are excluded except where ancillary to other commercial development.

The capital allowance entitlement is confined to 50% of qualifying expenditure and may be taken in the form of either an initial allowance of 25%, with annual allowances of 2% for the balance (up to 50%) of expenditure, or accelerated annual allowances (free depreciation) of 50%.

Where an initial allowance is claimed there is no entitlement to free depreciation.

#### **(iii) Double Rent Allowance**

In all designated areas, traders leasing new or refurbished buildings are entitled, subject to conditions, to set off double the rent as an allowance against tax or trading income. This allowance is available for 10 years.



The buildings covered by the relief are industrial and commercial buildings which qualify either for accelerated capital allowances or the capital allowances referred to above.

Hotels in designated areas may also qualify for the double rent allowance where they are constructed or refurbished in the qualifying period for the new scheme. However, for such hotels to qualify for the double rent allowances the person entitled to the capital allowances in respect of the expenditure must disclaim the capital allowances.

**(iv) Rates Remission**

In the designated areas remission of rates for 10 years on a sliding scale will apply - with full remission in year one and one-tenth remission in year ten. In the case of refurbished buildings the rates remission will apply to the increase in valuation following refurbishment.

**11.2.2 Tax Reliefs for Residential Occupation.**

**(i) Owner Occupiers**

Relief is available in respect of the cost of construction or refurbishment of certain residential premises in the designated areas.

An annual allowance of 5% in respect of construction expenditure, and 10% per annum in respect of refurbishment expenditure, is available for each year, up to a maximum of 10 years, in which the premises is the only or main residence of the individual who incurred the expenditure.

**(ii) Investors.**

Relief is available for investors against all rental income for:

100% of construction expenditure incurred on the provision of certain rented residential accommodation in the designated areas.

100% of the expenditure incurred on the refurbishment or conversion of certain buildings in designated areas into rented residential accommodation.

## 11.3 URBAN DESIGN

### 11.3.1 Main Street/Waterfront Relationship

The deterioration of the relationship between form and function in Wicklow town, namely the river/sea side location and the decline of port related activities has resulted in the decline of the waterfront as an important area of activity and the dereliction of many of the buildings along its length. This Action Plan will attempt to redress this.

It is therefore the intention of these development options to redirect the structural arrangements of the town back towards the water and central to this end to create a linear river front character on both sides of the Leitrim River. In the following proposals the scale and treatment of the facades of both sides of the River acknowledge but do not necessarily mimic each other to visually and aesthetically link the two distinct areas of the town over the water.

#### Overview

The existing three-storey warehouse building on South Quay sets the tone for the proposed Quay side elevation treatment. Common throughout the cities and townlands of Ireland they form an important part of our architectural heritage and have been identified as the most recognisable building form adjacent to the waterways and set inlets of Ireland.

Along the Quay length three new blocks are proposed. The first two would be located adjacent to the newly refurbished River Lane and the other on the site of the former boat warehouse on South Quay. The basic form is embellished with projecting bays to enliven the relationship the buildings have with the waterfront whilst also offering maximum internal views for the occupier.

The proposed refurbishment of Salt House Lane offers an opportunity to incorporate new two-storey commercial buildings onto South Quay to be located on each side of the Lane so as to act as a new pedestrian gate way onto the Mall and Main Street.

Further east along South Quay smaller sites present varied scale and elevation treatment to reflect thriving residential/waterfront activities terminating with a new three-storey tower like building adjacent to the existing Doctors Steps which link with Main Street. This new tower building will act as a focal and landmark building to be seen from Bridge Street.

It is also intended that the development of the small sites along South Quay between Bridge Street and the Doctors Steps should look to the architectural style of the Main Street but the smaller scale would be more in keeping with the greater sense of enclosure experienced at this end of the Quay.

### **11.3.2 SEAFRONT EDGE OF THE TOWN.**

#### **Site 93 and 95 on the Seafront**

The development of these other two sites must be regarded within the context of the overall design of the Murrough area and central to this is the relationship with the port area to the east and the proposed development of Site 94 (detailed later). The idea is that the proposed development for these two sites concurrently continues the overall design concept initiated by the development of Site 94 and also punctuates the changing land use pattern to acknowledge the port area.

#### **Design**

A simple T-shape development is proposed for Site 93 which maximises what is a very awkwardly shaped site. The northern element of this design faces out to sea and consists of a three-storey block development. Extending south easterly from this is another block of only two storeys in height. Parking will be located in the area in front of the south-eastern block.

The proposed L-shaped building for Site 95 is three-storey to deliver height and scale continuity along the river edge. For the purpose of enlivenment the facades are to incorporate projecting bays and balconies. The remainder of the rectangular site accessed through an archway along the western facade of the development will provide for car parking and service related activities.

It is proposed that the entrance to the port area is located between these two developments thereby extending the linear axis which extends from the top of Bond Street. This will have a dramatic visual effect that will announce the changing function of the area.

The two and three storey form of these two sites will also link with the proposal for Site 94 and this will maintain design continuity and balance for the area as a whole.

#### **Site 66 and 67**

Option A: Reinstating the building and organising and maximising the use of space within this site is inherent in this proposal and whilst modest in its intention it allows for the reinstatement along Upper Strand Street and Castle View of short terraces, matching in shape and simplicity of detail the existing housing.

The factory units at the north end are replaced by a single apartment building which seeks to provide a face to that portion of the site. Gables are set at right angles to each other in order to address both aspects and to suggest a sense of "turning" at this point.

Option B: Comprehensive redevelopment of the entire site is the intention of this option, with the removal of all buildings and the extension of the site boundary to the south along Castle View. The site is also divided by a small street connecting Upper Strand Street and Castle View.

A combination of two and three storey buildings, residential in nature, provide street frontages to both Castle View and Upper Strand Street. The treatment at the north end of the site, with the provision of the apartment building, is the same as described in Option A.

### 11.3.3 BOND STREET

#### Overview

The intention for the Murrough is the forging of a new residential identity through the development of key sites for residential purposes.

The nature of the landholding pattern on the south eastern part of the Murrough provides a unique opportunity to examine proposals which incorporate a considerable proportion of land. The particular benefits of this is the opportunity to approach the redevelopment of the whole area in a holistic way thus enabling a greater degree of co-ordination in the design and layout of the proposed structural elements.

#### Design

The first development proposal for Site 94 will not only be the development focus on the Murrough but because it skirts a considerable length of the River's edge it is also a vital component in defining and enclosing the river front line with that of the mainland.

This scheme proposes a development which makes maximum use of the shape and size of this site. The first component of this proposal is a continuous three storey crescent building consisting of apartments fronting directly onto the river. A three story development is seen as an appropriately strong scale in order to face out to the river and it is also in keeping with the proposed scale on the South Quay. A similar design approach is also adopted for the treatment of the facade, which is punctuated by strong gables with balconies between each pair of projections.

The second component of this proposal is two storey terraced housing (or flats) which would take up the street line along Bond Street.

The space between both blocks would contain the parking for the whole scheme and access to the riverside units and to the parking would be through archways along this continuous terrace. Amenity space is restricted to either small rear patios on the ground floor or balconies.

The third and final component of this scheme is the proposed development of a tower of apartments at the bridge end of the site which not only provides a visual landmark from across the river and the termination of the vista down Leitrim Place but also provides a "hinge" to the two terraces.

These three components are individually very important from a visual and aesthetic point of view. The riverside crescent gives vertical and horizontal definition to the river bank and also forges links with South Quay through the treatment of its facade. The terrace of houses along Bond Street recaptures a streetscape semblance and generates a context for the houses on the opposite side of the street which was previously lacking, while the tower is an important visual landmark and hinge point. However, the three components are much more important in their united form because they present a holistic design framework which maximises the full potential of the site.

#### 11.4 THE PLAN

##### 11.4.1 Action Plan

The action plan proposes to leave The Mall and Main Street substantially untouched with the exception of a small infill close to Market Square.

It is unlikely that many users along this street will completely redevelop buildings using tax incentives, rather the refurbishment of the existing fabric of the buildings would be a more realistic expectation.

A number of buildings are also identified as of architectural value on the waterfront, but some sites between them are identified where a good return on investment would be possible within the physical characteristics of the sites and the form requires by the town. Even a small number of these sites developing individually, would extend the confidence of the town to the waterfront.

The plan proposes that building heights along the waterfront should vary between a three and four storey height. Four storey height allows maximum contact between the waterfront and Main Street.



This however, must be limited to a small number of cases because of its shadowing effect on the north-facing space of the Quay. A small area of two storey height buildings is also proposed on the waterfront and has been limited to an area where site depth requires a lesser height.

The development as shown on Bond Street is an example of how residential (or commercial) form might be handled on a site which might be transferred in the course of the designated period. Site 95 is given similar treatment.

The sea front area around Castle View on Site 93 is illustrated to show how buildings might define waterfront in what has been up to now an ambiguous area. Site 93 addresses the waterfront but also addresses a small square defined within the core of The Murrough with commercial/residential precinct where a distinct entry would be left into the dockland on the tip of the peninsula.

#### **11.4.2 Treatment of the South Quay.**

The three storey proposal taken from the "warehouse concept" has many variations from which to develop a new facade treatment fronting onto the Quay side. It is the flexibility inherent in its design concept which makes it so suitable to the Quayside location, because on the one hand the interior spaces can be adapted vertically and horizontally for a number of purposes and/or size of development, whilst its exterior design denotes stability and continuity which are important elements in defining the river front line.

The flexibility arises from the use of modules which denote the main structural division of the design and development concept. Each module can form a three storey house or three modules may be combined to form six apartments with two on each floor on either side of a central staircase. With module width of approximately 5600 a living room function can easily be accommodated to the front of the building with two bedrooms to the rear and a kitchen/bathroom area centrally located. Alternatively the ground floor level may incorporate a commercial unit or simply be used for storage or for car parking and balconies may also be incorporated at first floor level thus extending the living room area during the summer.



Flexibility is also inherent in the two storey proposal. Each bay can contain a self-contained town house or two or three bays may be combined to provide large residential/commercial units fronting onto South Quay.

The basic form is embellished with projecting bay windows to enliven their waterfront relationship and each bay area can be finished in plaster painted in rich colours or a light toned brick. The roof can be finished in traditional or concrete tile.

### **Parking**

While there is no precise ruling on the car parking requirements in the Development Plan the Quayside parking arrangement can accommodate some 82 car parking spaces. Seven car parking zones are proposed. Six zones with seven spaces each are located backing onto the River edge. While a large zone which will accommodate forty cars is to be located at the eastern end of the quay.

By restricting the zones to seven car parking spaces we can incorporate street lamps and hard landscaping in the form of seating, litter bins etc. while maintaining a pedestrian area along the actual quayside.

A six metre wide road with a new footpath each side will greatly enhance safety for pedestrians along the South Quay and this gives greater precedence to commercial and residential buildings along its length.

### **11.4.3 Statutory Controls.**

The Draft Development Plan for the town contains a number of instruments of development control which, though suitably applicable elsewhere in the town, could be modified to advantage in the designated areas.

Existing zoning policies for Bachelors Walk, the Main Street and the residential component on the Murrough should remain unchanged in the context of present

land uses and are suitable for the purposes of the Action Plan but those areas presently zoned for port oriented use will now require re-examination. We recommend that in the future the South Quay area be considered for mixed use purposes as this allows the degree of flexibility with regards to land use which is necessary to invigorate the area. On the Murrough our recommendation for residential or commercial uses adjacent to the port also indicates the necessity of being considered for mixed use purposes.

The current Development Plan is flexible regarding density controls. For commercial land the Council recommends that one-third of land be left uncovered, and while there is no overall restrictions on residential densities the Council indicated that between five and ten units per acre would not be normally exceeded depending on the specific characteristics of the area and type of development proposed. A statutory requirement of 10% open space also applies.

In the designated areas the flexibility inherent in the Councils approach to densities should remain. Standard open space provision and private open space standards, however, if rigidly applied, would severely inhibit appropriate form in the Main Street/South Quay area. It is suggested that open quay side on the waterfront should satisfy the objectives of these provisions. On the Murrough the amenity and recreational character of the area must be maintained and the open space requirements of developments while flexible should take this into account. The Development Plan's requirements regarding plot coverage should however not be applied.

In the case of parking the standard provisions are recommended by the development plan and considering the nature and location of the designated areas there would be no necessity to alter these dramatically.

In the design of apartments designers and developers shall be expected to meet the requirements of the 1995 Department of the Environment Draft Requirements for Apartments in Urban Renewal Areas.

**12.1 Implementation**

The implementation of the Development Objectives assumes the necessary Capital permissions and approvals will be forthcoming for Central Government. Should finance or authorisation not be available or should the compulsory acquisition of lands not be authorised by the responsible Minister the objectives so affected will not be implemented within the Plan period.

**12.2 Housing**

1. Complete the housing scheme at Greenhill Road.
2. To construct Council housing within the next five years to meet the housing needs of the town and to discharge its statutory objectives under the Housing Acts.
3. To co-operate in providing housing by means of private sites and joints venture schemes as the need arises.
4. To cooperate with the County Council in the provision of halting sites for travelling families.

**12.3 Traffic****General Objectives**

1. It is an objective of the Council to carry out a specific and detailed traffic study of the town. The purpose of such a study will be to propose strategies for reducing or eliminating traffic congestion in the town.
2. Without prejudice to the results of such a study, the Council will implement the following short term objectives designed to improve the traffic situation in the town.

### **Short term objectives.**

(a) These are designed to increase the capacity of the Main Street/Abbey Street area given the existing traffic flow.

- Rearrangement of the upper and lower Mall to provide one way traffic.
- Extension of the Street No Parking areas in certain locations.
- Provision of Street bollards to prevent on pavement parking - Main Street, Abbey Street.
- Closing off access to Roads - Salt House Lane from South Quay.
- Completion of major traffic study taking into consideration all the short and long term options.

(b) **Heavy Commercial Traffic.**

- Redirecting of incoming Port traffic along Wentworth Place.
- The widening of Woodenbridge Row to accommodate extra traffic flow.
- Heavy Commercial Vehicles coming from the Port will continue to use the Bridge Street/Fitzwilliam Square Road.

(c) **Off Street Car Parks.**

- Provision of a car park in the vicinity of Market Square i.e at the Heritage Centre.
- Identification of sites for future car parking, in particular with access off the Main Street. These sites may be identified at this stage and protected from future development.
- Identification of areas within the main thoroughfare where existing parking may be rearranged to increase the volume of spaces.
- Upgrading of existing car parks where works are needed.

## **Long Term Objectives**

- (A) It is a long term objective of the Council to develop a one way system in the Town. Two possibilities were included in the 1987 Plan and are again included within this Development Plan as follows:
  - (i) Main Street/Abbey Street axis with traffic flow southwards.
  - (ii) Main Street/Abbey Street axis with traffic flow northwards.
- (B) To cooperate with Wicklow County Council for the provision of a relief road from the Murrough with an interchange to N.11 along the line of the proposed Rathnew Ashford motorway by pass.
- (C) To cooperate with Wicklow County Council for the upgrading of the Ballynerrin Ballyguile Marlton Rocky and Friarshill Roads and the interlinking of these roads and linking to N.11 Rathnew Ashford bypass.
- (D) The upgrading of Greenhill and Old Dunbur Roads and the completion of the link road to Summerhill.

### **12.4 Derelict Sites, Urban Renewal Areas.**

- 1. To continue in accordance with Derelict Sites Act 1990 the policy of removing all derelict sites within the Urban Area.
- 2. To continue in accordance with the Action Plan for Urban Renewal Areas the policy of redevelopment of obsolete areas.

### **12.5 Sewerage**

- 1. The Council will provide a sewerage treatment plant to give secondary treatment and sludge treatment facilities within the next five years.

2. The Council will improve Wentworth Place culvert and foul sewers within the next five years.
3. The Council will upgrade and provide new foul and surface water drains within the Urban Area wherever and when necessary.
4. The Council will cooperate with Wicklow County Council in extending the sewerage network within the Environs of Wicklow Town.

#### **12.6 Water Supply**

1. The Council will seek to increase the existing water supply storage capacity in the town to 1.2 million gallons i.e. two days storage capacity.
2. The Council will continue to monitor waste water leakage within the town in order to improve the efficiency of water usage in the town.
3. The Council in cooperation with Developers will ensure that a new storage tank (0.25 million gallon capacity) is provided for lands between Greenhill and Dunbur Roads the subject of an Action Area Plan in the review of this Town Plan.
4. The Council in cooperation with Wicklow County Council will seek to increase water supply to Town and environs during dry weather spells.

#### **12.7 Other Services**

- (a) The Council in conjunction with Wicklow County Council will provide a Fire Station on Station Road.
- (b) The Council in conjunction with Wicklow County Council will endeavour to provide a Civic Amenity Centre for the town.

## 12.8 Recreation Open Space

- (a) The Council will seek to acquire and progressively develop a Town Park at the Abbey.
- (b) The Council will develop in conjunction with private developers passive and recreational open space at lands the subject of an Action Area Plan between Dunbur and Greenhill Roads.
- (c) The Council will seek to identify sites and provide other recreational facilities as resources become available.
- (d) The Council will seek to provide Swimming Pool, Sports Hall and Caravan Park facilities on suitable sites within the Urban Area.
- (e) The Council in conjunction with Wicklow County Council will seek to complete the Development of the Gaol site.

## 12.9 Amenity Projects

- (a) Implementation of the Tidy Towns Committee Plan
- (b) Upgrading of area around Seafront, Promenade, South Quay/Sailing Club.
- (c) Provision of stone wall between the Sailing Club and Herbst Sheds on South Quay.
- (d) The upgrading of scenic car parks at Greenhill Road, Seafront, Castle Street, Murrough and Dunbur Glen.
- (e) Provision of tree planting at appropriate locations.



# Wicklow Shopfront Study

*A report for:-*

**Wicklow U.D.C.**

*Prepared by:-*

**CAAS (Environmental Services) Limited,  
6, Merrion Square,  
Dublin 2**

**Tel. (01) 6618136  
Fax. (01) 6769502**

**January, 1996**

## Introduction

This report has been compiled by CAAS (Environmental Services) Ltd. at the request of Wicklow Urban District Council.

CAAS previously prepared guidelines for shopfront design in Wicklow and have been requested to update the 1992 report.

Shopfronts in Wicklow town are concentrated along the principal Abbey Street/Main Street axis. The Town presents an appearance of prosperity, and the shops have a great variety of function. This enduring prosperity has meant that most of the 1960's and 1970's shopfronts, themselves an expression of the prosperity of the day, although often out of character and sympathy with established types, are currently being replaced with more appropriate successors.

The character of the town is still generally nineteenth century. The town is fortunate that it has retained many fine traditional shopfronts, and unsympathetic modern intrusions have been kept to a minimum.

## Problems

The main problems with shopfronts that occur in Wicklow and need to be addressed are as follows;

- Some shopfronts are constructed of poor quality materials.
- There are many projecting signs, often out-of-character 1970's examples, which create an appearance of clutter and untidyness. This is particularly a problem in Main Street where there is a high concentration of business premises.
- The use of unpainted security shutters is widespread. Security shutters should be of the type that allow the window display to be viewed when the shop is closed, either through the use of mesh grilles, or by locating painted roller shutters internally to the rear of the display area.
- Many otherwise attractive shopfronts have been spoiled by a clutter of advertising on the inside of the display window.



FIGURE 1: Boundary of the Study Area

## **Guidelines**

Guidelines for the sensitive development of new shopfronts are laid out in the following section:

**Attention must be paid to proportions of existing buildings, and an appropriate architectural expression should be achieved at ground floor, in harmony with the building overhead.**

Traditionally, towns and villages in Ireland have a vertical emphasis, with relatively narrow frontages. The addition of a shopfront with a horizontal emphasis will contrast sharply.

**Shopfronts should complement the style of existing buildings and the materials used should be sympathetic to the building.**

A modern shopfront can complement a building by use of sympathetic materials and proportions. The use of traditional materials helps new shopfronts to relate to the upper sections of older buildings. Generally, materials to be avoided would be decorative or artificial stone, formica, mosaic, or multi-coloured tilings.

***Horizontal harmony should be achieved by relating to adjacent shopfronts.***

### **Colour**

The use of carefully selected colours can greatly enhance a streetscape. The colour on the upper floors should complement that used on the shopfront.

### **Security**

The use of unpainted externally mounted roller shutters is prevalent in Wicklow. These shutters are unattractive and discourage window shopping. Mesh grilles are more acceptable than solid roller shutters as the window display can still be viewed when the shop is closed. Painted roller shutters located internally to the rear of the display area would provide a more satisfactory solution. (See *Figure 2*)

### **Footpath Detailing**

Detailing at the entrance to a shop can be used to direct people into the premises. It should, however, be in harmony with the footpath.

### **Direct Trading on the Street**

Direct trading on the street should be discouraged as it creates an air of clutter. Fruit and vegetables may make an attractive display, but coal, gas cylinders, and briquettes do not.

### **Access for the Disabled**

Access for the disabled should be incorporated into the design. The use of security stanchions to the street should be avoided.

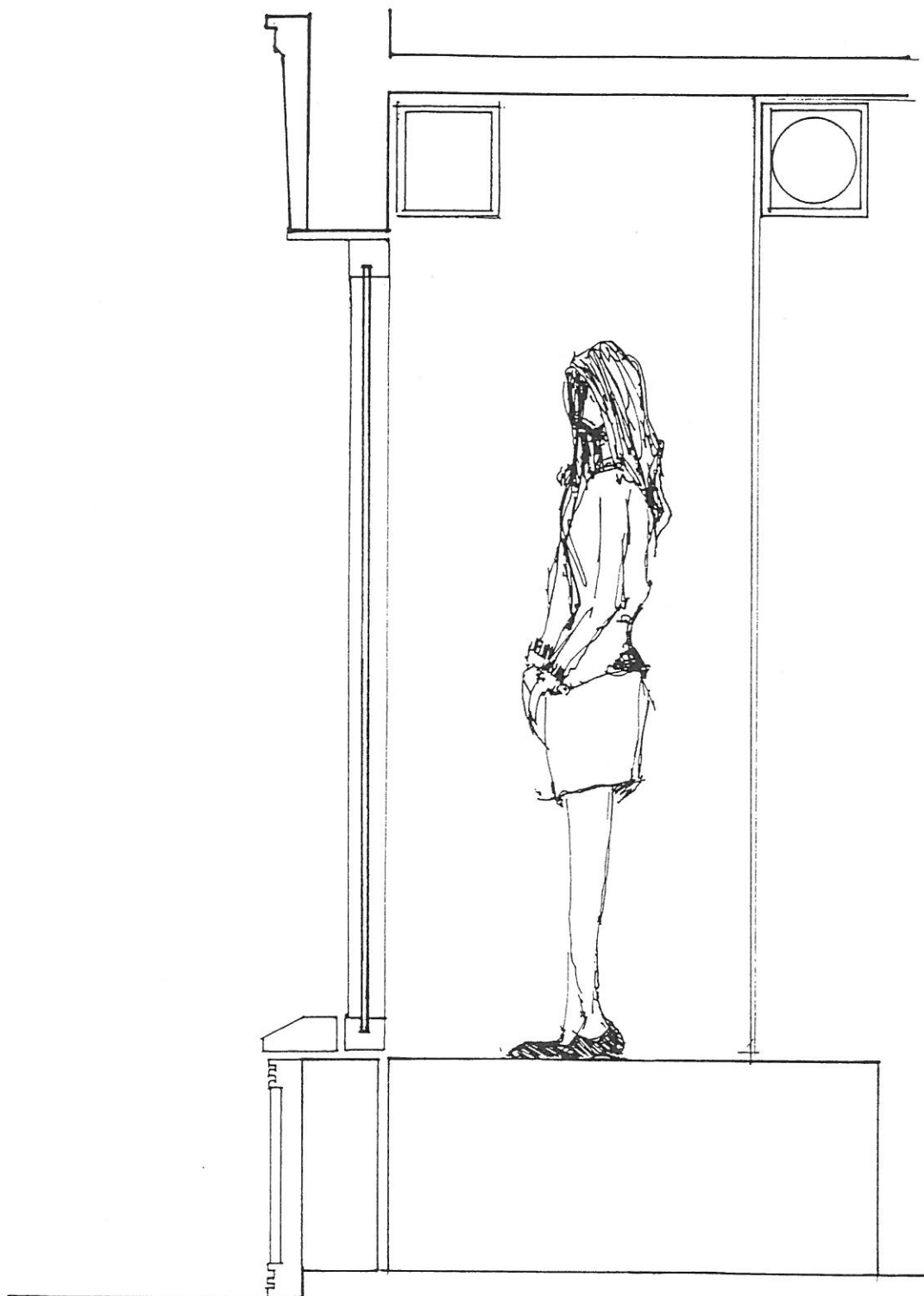


Figure 2 illustrates how a security shutter would be located on the interior, to the back of the display area.



### **Lettering**

In signwriting, the style of lettering should be legible and appropriate in size and weight for its position on the building. On older buildings painted lettering would give the most satisfactory appearance. Where buildings do not lend themselves to the use of a fascia it may be better to apply the lettering to the wall if it has a plain surface.

### **Corporate Images**

A standardised shopfront, which some commercial undertakings have adopted may not be suitable for every location. Compatibility with the individual building and the general streetscape must be the prime consideration rather than uniformity between branches of the one company.

### **Canopies**

Canopies should generally be fitted into recessed blind boxes so that they do not protrude when closed. Perambulator and closed curved canopies are generally out of place.

### **Projecting Signs**

Projecting signs should be limited in their use, and the detailing of such signs is important. The scale and positioning of the sign must be in character with the facade. The smaller signs should be located at fascia level and fixed to the pilasters. There should be only one sign to each building frontage. This type of advertising can best be used along narrow streets where the fascia sign cannot be easily read.

### ***Importance Within Streetscape Context***

Shopfronts form an important part of the townscape/streetscape and it is vital that they harmonise with their surrounding, complementing the streetscape as opposed to jarring with it.

New shopfronts must respect the scale and proportions of the streetscape by maintaining the existing pattern of development along the street. Poor design and excessive advertising can combine to mar an otherwise attractive building or streetscape and can, in fact, have an adverse effect on trade by making the area unattractive to shoppers.

- It is a mistake to upset the hierarchy of buildings in a street.
- The design of a new shopfront should relate to the architectural character and scale of the building of which it forms part.
- It should relate sympathetically to the upper floor in scale and structural context. Existing features provide an opportunity for design ideas - string courses, plaster detailing, fascias or pilasters.
- It is important to relate to the fascia height of adjoining shops.

Each property owner must help protect the individual character of the street. There is no such thing as a building that does not matter.

### *Elements of a Traditional Shopfront*

The design of shopfronts has evolved over the centuries through changes in retail patterns and the introduction of new technologies and materials. Most Irish towns, as we know today, have their origins in the 19th century and have the remains of many fine traditional shopfronts - Wicklow is no exception.

Traditionally, shopfronts were applied to the facade of buildings rather than built in, and comprised the elements shown in *Figure 3*.

The design is generally simple, providing strong vertical supports to the fascia, which is of a size and shape to suit the building. The columns or **Pilasters**, which may be of stone, plaster or timber, appear to carry the weight of the fascia and the wall above. They may have decorative fluting or carved panels or have a plain surface. The top of the pilaster may be plain or decorative, the base always contains a plinth.

**Entablature:** This contains the Cornice, Freize and Architrave.

The **Cornice** is a projecting element over the **Fascia**, keeping rain off the shopfront and giving strength and emphasis to the top of the shopfront.

The depth of the fascia depends on its length, the space between the windows, the cornice and **architrave** design and the building detailing.

Fascia boards are often angled to direct the sun at the shopper. **Fascia lettering** should be hand painted or raised. It should be bold and simple. Sign writing is only applied to the fascia and should not be applied higher up the facade.

Generally speaking, brand advertising is not acceptable on fascias and fascias should not link buildings of different styles.

The use of **Stallrisers**, which is the area below the display window, was originally a method of reducing the expanse of glass as well as ensuring that the shopfront formed an integral part of the building. Today it also has a practical benefit of providing protection for the window from feet, dogs and moisture. As a general rule, Stallrisers should not be lower than the height of the adjoining pilaster base.

Traditionally, **Shutters** were painted wooden panels which were lifted out. If roller shutters must be used, they should be placed behind the window line. Security stanchions on the footpath are unacceptable.

### Canopies

Traditional canvas open ended blinds are often used to add colour and interest to the sunny side of the street, in addition to giving protection from the sun. Generally, they





Figure 3 Elements of a Traditional Shopfront

are fitted into recessed blind boxes - otherwise they are unattractive when closed. A canvas type of material is most suitable and this should be cleaned regularly and well maintained.

## Colour

The use of carefully selected colours can greatly enhance a streetscape. The colour used on the upper floors should complement that used on the shopfront. There are four major categories of colour schemes commonly seen in the towns and villages of Ireland.

### **1. Render**

This is where the sand/cement render ("plaster") finish is left unpainted. The render is often decorated with techniques which vary from simple scoring of coursing lines to elaborate mouldings which imitate stone or decorate timber mouldings.

Colour is used to articulate doors, windows, their surrounds and decorative metal work such as rails. See *Figure 4,5 & 6*.

### **2. Neutral Colour**

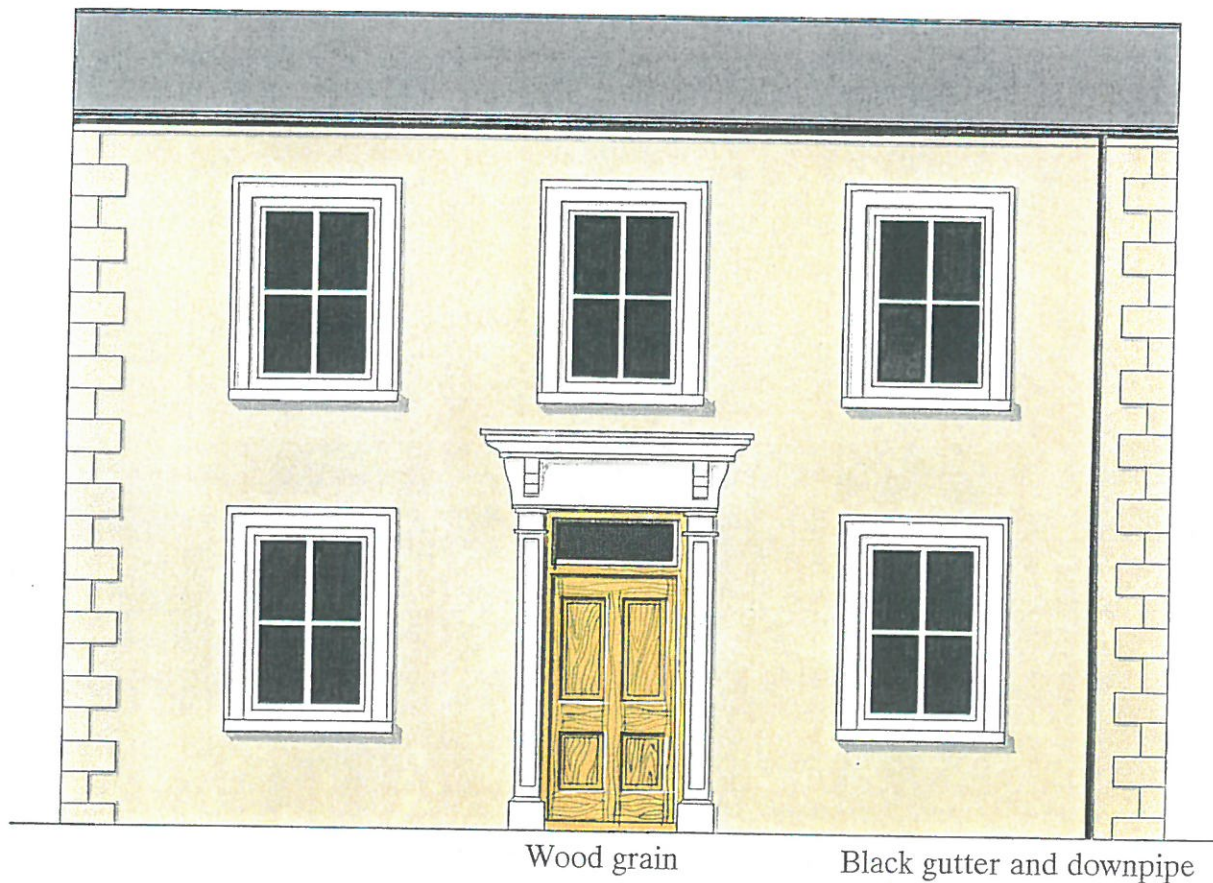
This is where the bulk of the building is painted white, off white, cream or some other neutral colour. In these instances details of the architecture are often picked out in contrasting colours. See *Figure 7*.

### **3. Pastels**

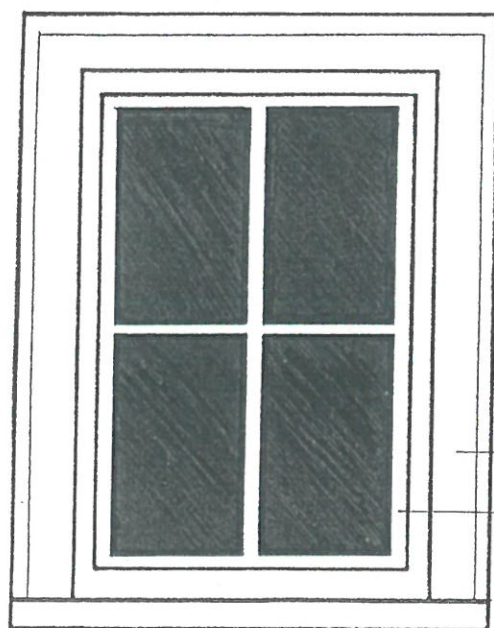
This type of colour scheme is most common in the midlands and east of Ireland. The colours are muted but definite relationships, such as harmony or contrast of warm or cool colour schemes, exist. See *Figure 8*.

### **4. Strong Colours**

These are most common in the south and west of Ireland. Very vivid colour schemes are usually confined to focal buildings such as shops or pubs. They are difficult to design. They require great confidence and an intuitive eye for colour relationships. Such colour schemes require a high degree of maintenance or they will quickly look very run down. See *Figure 9*.



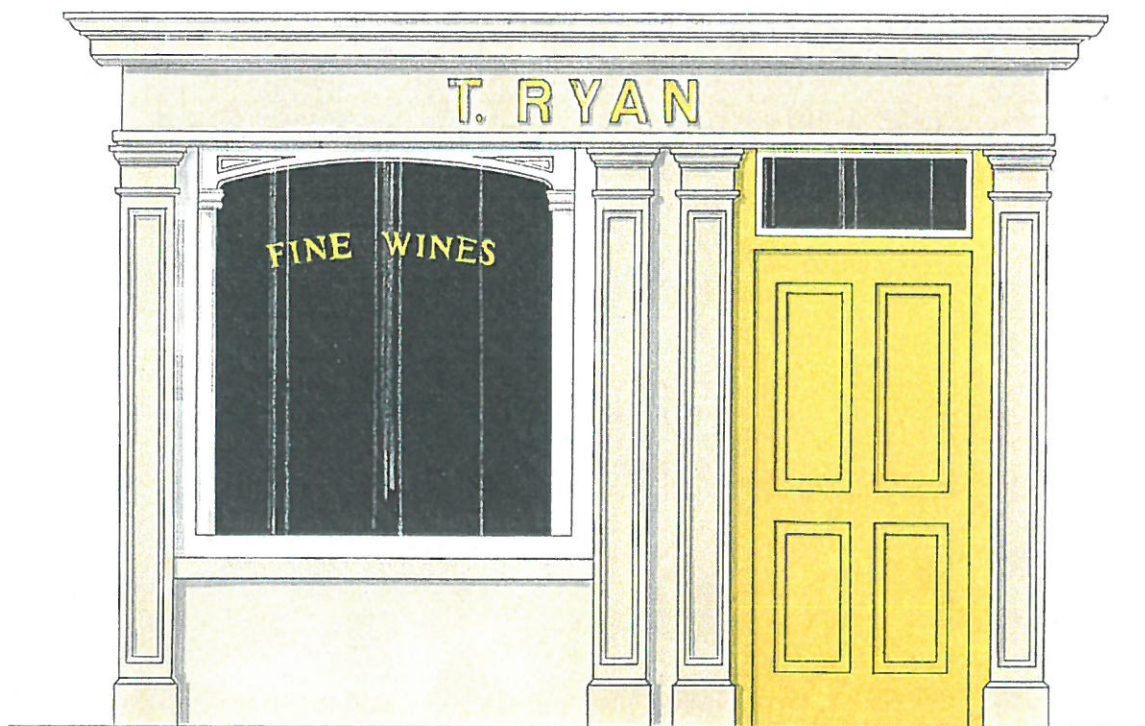
**FIGURE 4 UNPAINTED SAND / CEMENT RENDER**



The frames and mullions of windows are most often painted white to produce the crisp visual contrast between the dark interior and these white lines. The reveals and cills are often painted white too to reflect more light into the room. The surround to the window (if painted) is then used as a transition between the dominant colour of the building and the frame.

**FIGURE 5 DETAIL OF WINDOW**





NEVER paint.

For lettering, use three dimensional letters made from plaster, painted timber, metal, ceramic, glass or neon.

Also consider using the main display window for gilt or white lettering.

Only paint timber elements such as doors and windows. Use naturalistic 'wood graining', black, white or primary colour.

**FIGURE 6 UNPAINTED SAND / CEMENT RENDER**



**FIGURE 7 NEUTRAL COLOURS**

FIGURE 8 PASTEL COLOURS

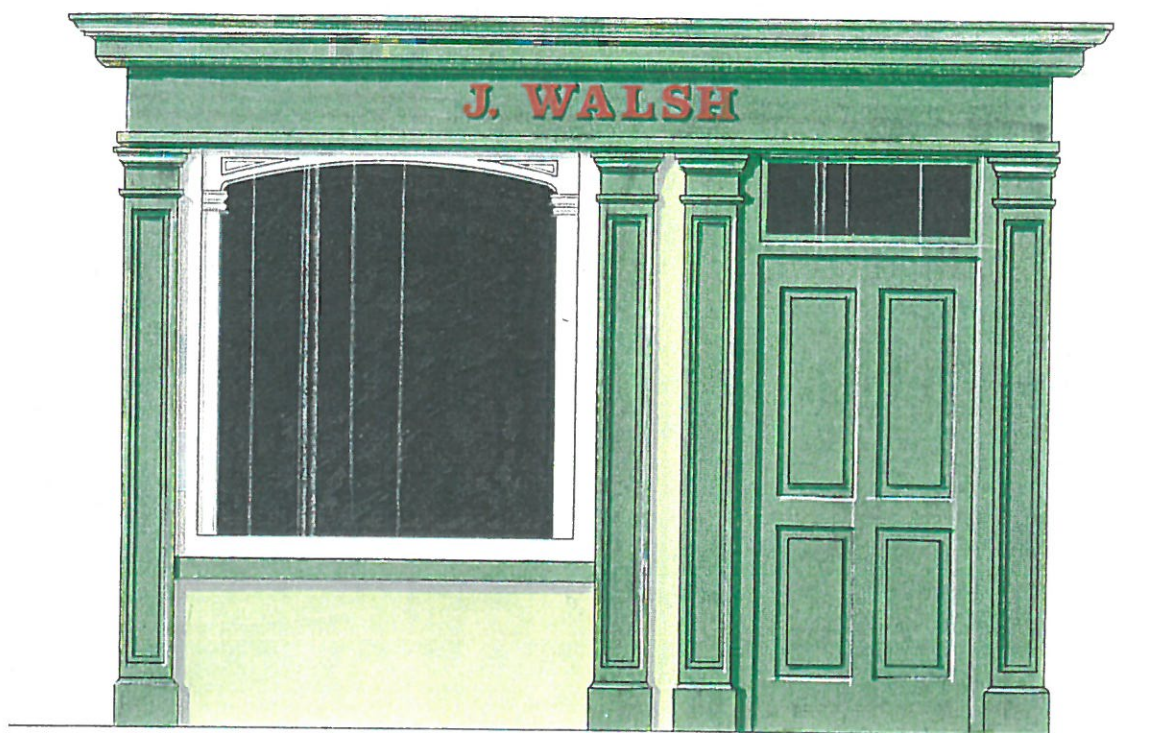
Typical cool colours



Typical warm colours







DARK COLOURS



VIVID COLOURS

## **Abbey Street**

### **The Old Forge Pub**

Good colour scheme and attractive lettering. Will shortly require painting and maintenance of fascia.

### **Delahunt**

Attractive recently installed shopfront in excellent condition;-The two-tone dark-blue colourscheme and gold lettering create a very high quality effect.

### **Abbey Newsagency**

Attractive quality shop front. May require occasional washing because of the high level of traffic on Abbey Street. The David Allen Billboard on the gable is inappropriate and out of scale. If this is required for revenue, then a long term painted sign would be a more appropriate type of advertising.

### **FBD Insurances**

Subdued Fascia and good colour scheme on a well maintained premises.

### **Blue Velvet**

Good quality shopfront.

### **Abbey Pharmacy**

Elegant, simple shopfront in good condition. The unpainted render of the building is not in good condition, and painting should be considered.

### **O'Connors**

The plaster detailing around the windows is attractive, however the fenestration of the shopfront is inappropriate. The sign on the second storey is disruptive. The window frames should be painted a neutral colour, or alternatively fascia should be incorporated into the paint scheme. Care should be taken with the outside display that it does not look cluttered. Building condition good.

### **AIB Bank**

This is a reasonable modern building with nice planting. Painting windows a strong colour would improve the aspects to the streetscape as would the addition of a pitched roof.

### **Wicklow Hire Sales Ltd**

Appropriate. Attractive varnished wooden shopfront.

### **Xtra-vision**

Unacceptable. The position of the sign is wrong. The sign should be removed to its proper position and the addition of a proper shopfront (similar to ACC Bank) would greatly benefit the building and the streetscape. The fenestration of the premises is inappropriate. The projecting bay-windows look clumsy and the plain tinted glass windows look dull.



**ACC Bank**

An attractive modern shopfront in timber and modern materials - the appearance of the whole building is improved as a result.

**No name next to ACC Bank.**

Appropriate modern shopfront in traditional style.

**Lalors food and wine.**

Attractive, simple shopfront, now vacant.

**Alcorn**

A very simple shopfront with a dark colour scheme and simple lettering which creates a dignified effect.

**Earls Newsagent**

Attractive recently renewed shopfront.

**O'Shea's**

The projecting boxed fascia is inappropriate and in need of replacement.

**Jet Cleaners**

Fascia and projecting signs are garish and disruptive to the streetscape. Projecting canopies should be removed and fascia replaced with good modern, or traditional type in a suitable colour scheme.

**Peter Moore**

The fascia depth is out of proportion with the opening, and this is highlighted by the projecting shutter box. See *Guidelines*.

**The Pineto**

Disruptive, inappropriate. A simple treatment is always better. Shutter box should not compete with fascia for attention. Lettering is not in scale. Replacement should be considered.

**Brazil**

Appropriate. Painted lettering on a painted plaster finish is simple but yet highly effective.

**The Coffee Shop.**

This is not an unattractive shopfront, however removing the perambulator canopies and concentrating the writing on the first floor to signs or plaques would look more elegant.

**McCalls Fruit and Veg**

Bright, cheery, well maintained shop front. Fenestration on first floor of premises needs replacement and gates to yard needs painting. The replacement fenestration should be in keeping with the original.

**Shay's Music Centre**

Good quality stained wood shopfront.

**Butlers Medical Hall**

Very attractive old shopfront. In excellent condition.

**Fitzpatrick Brothers Public House**

Attractive traditional shopfront in good condition. Lounge sign over the arch should be replaced with painted lettering.

***Fitzwilliam Square*****Rialto House Development**

Attractive, modern shopfront in traditional materials incorporating Sheridan Colohan Insurance Brokers and Tourist Office.

**Video World**

Appropriate attractive modern shopfront in traditional style.

**Sinotts**

Attractive. A dark colour scheme for this type of clothes shop is appropriate and elegant.

**Babycare, Denise's Express Alterations, Hair by Liam Salon, Fruit and Vegetables**

The Babycare sign needs replacement. The rendering on Denise's Express Alterations is out of scale. Fruit and Vegetable sign needs renewal. A more uniform fascia treatment on all these shops with lettering to scale would greatly improve matters. The corrugated asbestos roof has moss on it. In the short term, it requires washing.

**Philip Healy**

Extremely attractive traditional shopfront. In excellent condition.

**Clark Delahunt**

The general appearance is poor. The projecting signs "IFAC, Norwich Irish and The Griddle" create a cluttered appearance. Concentrating plaques on the door and keeping the projecting signs to the edge of the fascia would greatly improve the appearance of this building.

**Sony Track 1**

The fascia should be replaced. The wooden sheeting should be removed. The roller shutters can be incorporated behind the sign. The wiring on the edge of Track 1 Sony Centre could also be tidied up. See *Guidelines*.

**Sports Centre**

A hand painted sign in less garish colours either on the plaster or an edged wood sign board would be more appropriate. The glass advertising boards give a cluttered appearance. Consideration should be given to incorporating these in a new shopfront which could incorporate the door. A new fascia should tie all these elements together.

**Nolans Shoe Shop**

Plastic fascia looks dated and shabby, and is too deep for the width of the shop. Replacement in less garish colours, either on the plaster or an edged wooden sign board and the replacement of the mosaic, would be appropriate.

**T.V. and Video Centre, Noel Fitzgerald, Klasse Boutique.**

The whole appearance of this premises is unfortunate. The random rubble on Klasse Boutique is most inappropriate. Consideration should be given to replacing the signage to incorporate all three.

**Holly's Pharmacy**

Appropriate timber shopfront in traditional style with restrained plastic fascia. The overhanging plastic sign is unattractive.

**Derek Dunne**

Appropriate.

**J.J. Gelletlie**

Attractive shopfront in rich green and gold which is very appropriate for a jeweller.

***Main Street*****Bank of Ireland**

Shopfront and premises unattractive. When building is being renovated a more high quality shopfront in good materials and replacement of the windows should be considered.

**Sean Connolly**

Appropriate shopfront with interesting lettering

**American Food Fair, ESB Service Centre**

New shopfronts in excellent condition. Bright colour scheme.

**No Name Clothes Shop**

Appropriate. The shop name should be painted on the fascia.

**The Wicklow People**

Appropriate painted lettering on plaster.

**Maddens Newsagent**

Appropriate. Projecting plastic sign on first floor is disruptive.

**The Mariner Public House**

Good quality, satisfactory shopfront

**John P Hopkins & Son Ltd**

Bright, attractive colour scheme and lettering. The first floor windows with interesting plaster surrounds are blocked up. The possibility of re-glazing should be investigated.

**Byrne's**

Satisfactory. Centring the title and leaving the smaller lettering to the sides is more usual. See *Guidelines*.

**Celtic Bookmaker, First Choice Footware**

The timber boarding is inappropriate. Concrete bricks are unattractive. Replacement of fascia should be considered. In the short term, removal of the First Choice Footware fascia to the level of Celtic Bookmakers, which is the standard level for this street, would improve things.

**Skribes**

Good quality shopfront.

**Wicklow Travel**

Attractive, well maintained shopfront.

**Shines Pharmacy**

Satisfactory. The projecting signs over the fascia and on the first floor level are unattractive.

**Things to Eat**

The fascia and lettering is out of proportion. The mosaic is out of harmony with the rest of the street. The mosaic should be replaced eventually, and the lettering done to correct proportion. See *Guidelines*.

**Brian O'Rorke, Fruit & Vegetable Market**

Attractive, bright colour scheme. Extremely simple, but very elegant.

**Fashion D.I.Y Centre**

The windows on first floor level are inappropriate and the lack of a pitched roof disrupts the streetscape. The sign is unattractive. Would be better in the style of "Brian O'Rorke".

**Vacant shop**

Sign painted on to the plaster would be simple yet attractive. Similar with **Special Occasions**.

The top band over the fascia should not be painted.

**Bill Sexton Trendies**

The marble style paint is inappropriate. A simple timber sign at fascia level would be more attractive.

**Delicatessen/Restaurant**

Attractive shopfront set in a very well maintained premises with a strong colour scheme.

**Bradshaws Auction Rooms**

Good quality commercial premises with appropriate painted fascia maintained to a very high standard.

**Fitzpatrick Brothers Quality Meats**

The timber sheeting is inappropriate. Removal of the sheeting and retention of the fascia would greatly improve matters.

**Fitzpatrick Brothers Flower Shop**

Very attractive traditional shopfront with a good colour scheme highly maintained .

***Other side of Main Street*****Ahoy Ahoy**

Good colour scheme in building. The simple treatment of the fascia is appropriate.

**John Manning**

This is an attractive recently installed shopfront with interesting lettering. The awning is a pleasant feature which makes a positive contribution to the street, however it is more usual, and would be even more attractive to remove the awning to underneath the fascia. See *Guidelines*.

**Global Gourmet**

Appropriate new shopfront in traditional style.

**Hannah's**

This is an attractive traditional shopfront, however removing the perambulator canopies and replacing with awnings under the fascia would be a great improvement.

**Malones**

Attractive traditional shopfront.

**TAD Computers**

This premises suffers from the lack of a suitable fascia with appropriate signage. The plasterwork is in need of repainting. See *Guidelines*.

**Erin's Boutique**

Satisfactory.

**Hair Flair**

Remove perambulator canopy. A painted sign on plaster would be more attractive.

**Dowlings Victualler.**

This is an attractive traditional shopfront which is greatly complemented by the strong colour scheme of the building. The canopy is very attractive, however it is more usual on traditional shopfronts to find this feature below the fascia. See *Guidelines*.

**Anne Harris Jewellers.**

Satisfactory.

**John Manning Fresh Today**

This premises is currently vacant. The lettering on the fascia is out of scale. When re-occupied, re-do lettering to scale. Sign writing should be restricted to the fascia.

**Tony's Discount Store**

Lettering out of scale, otherwise satisfactory. The obsolete timber on the wall should be removed.

**No Name**

For sale. Requires appropriate lettering to correct scale on fascia. As a general recommendation, because the shopfront is recessed behind the fascia, the addition of pilasters would be an improvement.

**Cullen's Quality Butchers**

Attractive new shopfront, but out of context with the street. An upper floor would improve the situation.

**The Mall Centre**

A uniform fascia treatment for all the let units would look tidier (as in Rialto House development, Fitzwilliam Square). The present arrangement of signs in different styles without any unifying feature, painted undersides on the bay windows, and projecting signs, creates an untidy effect. If the signs were to meet over the pillars with a console feature and the lettering restricted to this level, the general appearance would be improved.

**The Mall****Michelles Beauty Salon. Unnamed Antique Shop**

Both excellent, very attractive new shopfronts.

**Padraig Smith Partnership Architects**

Attractive, dignified shopfront.

**I.T.G.W.U. Wicklow Branch**

Currently being renovated. Simple, traditional shopfront. Replacement in similar style would be appropriate.

### **The Label Collection**

Derelict. Attractive traditional shopfront in need of repair. Retention should be encouraged. Signwriting should be appropriate to the size of fascia.

### **Main Street**

#### **Saving Box**

Unattractive, badly maintained shopfront. Projecting shutter box should be removed. Shutters can be located behind fascia. See *Guidelines*.

#### **Artec**

Satisfactory.

#### **The Bay View Hotel**

This is an imposing building in a commanding position. The general appearance is satisfactory if uninteresting. There are too many projecting signs.

#### **An Strá Nua**

The attractive namesign does not relate to the building. The paint is in poor condition and requires re-painting.

#### **St Vincent de Paul Shop**

Satisfactory good quality shop front.

#### **Oifig an Phoist**

Simple, modern design. It would be appropriate to keep the windows as uncluttered as possible.

#### **Liam Byrne & Sons & Daughter, Family Butchers**

Cheerful shop front with good paint scheme, but poor quality materials. The white namesign is out of proportion with the fascia board.

#### **Frankie Sports**

Satisfactory.

#### **Pio's Take Away**

Satisfactory, however the projecting sign and the brick stall riser are unattractive and out of character.

#### **Stan's Restaurant/Coffee Shop and Trev's Mini Market**

Satisfactory. The similar signs and identical paint scheme unify this premises which presents a smart appearance to the street.

#### **The Garden Take Away**

Attractive shopfront. It would be an improvement to remove the shutter boxes over the windows.



**Mulvihills Lounge**

Good quality shop front with attractive gold lettering.

**Woody's**

Good quality shopfront, It is more usual for the canopy to be below the fascia. See *Guidelines*.

**T. Dowling Victualler.**

Simple and attractive traditional shopfront.

**Leonard's Ros Dúin**

Excellent. Attractive strong colour scheme.

**The Court Inn**

Remove fake shutters. Otherwise good quality.

**Opera House Restaurant**

High quality shopfront, which, together with the strong colour scheme on the building, creates an attractive, elegant appearance. The adjoining derelict building requires re-roofing.

**Shoe Repairs**

Satisfactory

**Dried Season Florist**

The fascia is appealing. A pillar at the corner to give a strong vertical emphasis would be an improvement. The dormer windows on the second floor would look more attractive if painted white.

**Wicklow & Rathnew Credit Union Ltd**

Good quality new shopfront in good materials with an attractive colour scheme.

**Rainbow Financial Services Centre**

Satisfactory. Simple and dignified appearance.

**T. Shortall & Sons**

Satisfactory.

**John Flood**

This is an interesting art deco style shopfront with attractive stained glass, however the colour scheme is dull. It would be preferable to remove the shutter boxes to behind the glass.

**New Street**

The timber boarding at the side of Floods is unattractive.

**Caroline Quinn Hair Stylist Professional Touch**

Satisfactory.